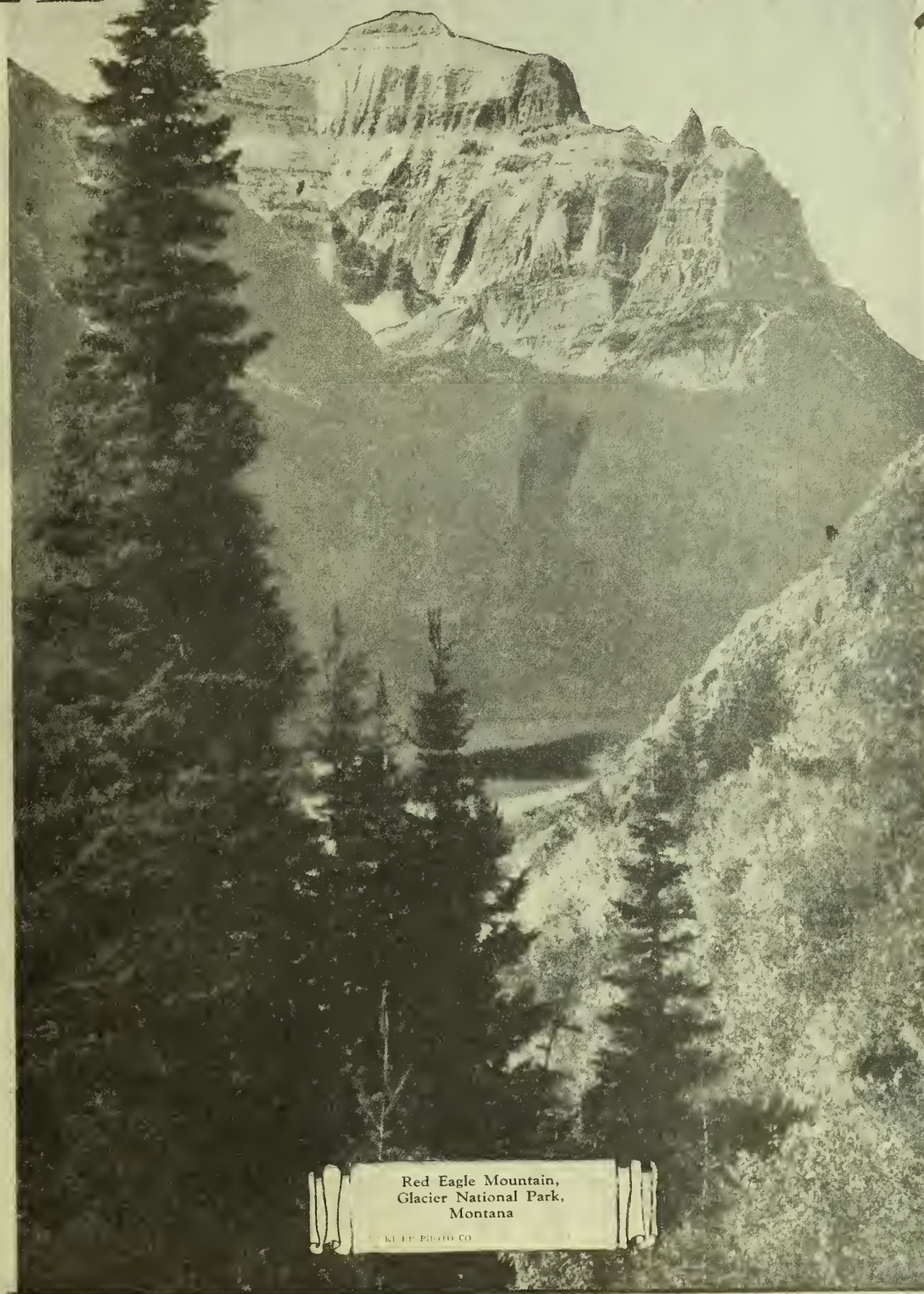
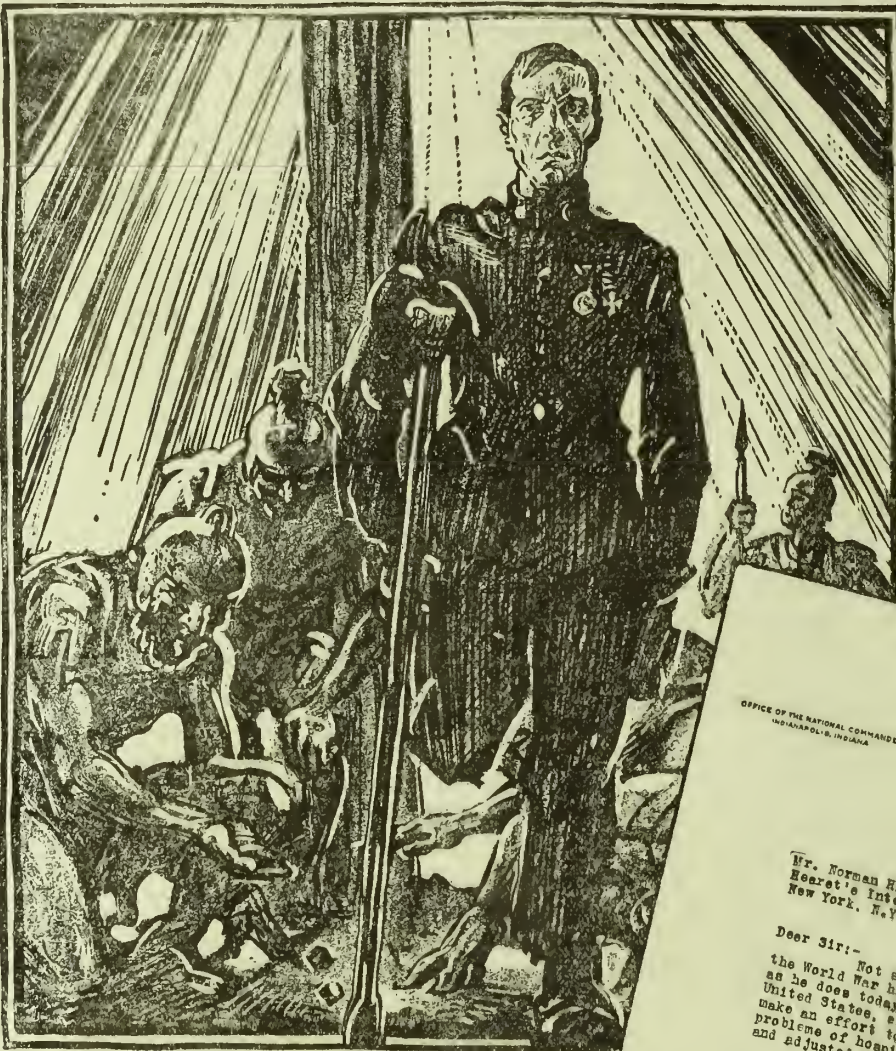


The AMERICAN LEGION *Weekly*



Red Eagle Mountain,
Glacier National Park,
Montana

W. K. L. PHOTO CO.



A drawing by Cesare

❧ Does anybody question our duty to help disabled veterans on their feet?

WHY should TWO BILLION DOLLARS appropriated for them be GOBBLED UP BY POLITICAL PULL?

Four years after the war we find HOSPITALS being erected in LOCATIONS DICTATED BY POLITICAL LEADERS.

Experts locate sites for Hospitals for disabled, but POLITICS builds the Hospitals WHERE THE PATRONAGE COUNTS MOST.

❧ The veteran alone suffers.

A sensational series
of exposures

"Cheating the Veterans"

Begin it in
November—Out Now

Hearst's International Magazine

Norman Hapgood • Editor

A Liberal Education

Cheating the Veterans

THE AMERICAN LEGION
OFFICE OF THE NATIONAL COMMANDER
INDIANAPOLIS, INDIANA

Mr. Norman Hapgood, Editor,
Hearst's International,
New York, N.Y.

Dear Sir:—

Not since the dramatic ending of the World War has the service man needed aid as he does today. Every citizen of these United States, and every organization should make an effort to solve the great post-war problems of hospitalization, rehabilitation and adjusted compensation for veterans.

Commendation, therefore, is due those persons and organizations who champion the cause of the service man and strive to alleviate his suffering whatever it may be. I take this opportunity to thank you, in behalf of all the service men, for the interest taken by Hearst's International, through L.E. Blood, a Legionnaire, of its staff, in bringing to the attention of American people, the needs of the men who fought and who are still suffering for their patriotic and unselfish service to America.

Very Sincerely Yours
ALVIN ORNELLY

Published by the Le-
gion Publishing Corp.:
President, Alvin Ows-
ley; Vice-President,
James A. Drain; Treas-
urer, Robert H. Tyn-
dall; Secretary, Lemuel
Bolles.

The AMERICAN LEGION Weekly

BUSINESS OFFICE
(Advertising and Circulation)
627 West 43d Street, New York City

EDITORIAL OFFICES
Natl. Hqtrs. Bureau, Indianapolis, Ind.
627 West 43d St., New York City

Owned exclusively by
The American Legion

Correspondence and
manuscripts pertaining
to Legion activities
should be addressed to
the National Head-
quarters Bureau. All
other communications
should be addressed to
the New York office.

OCTOBER 19, 1923

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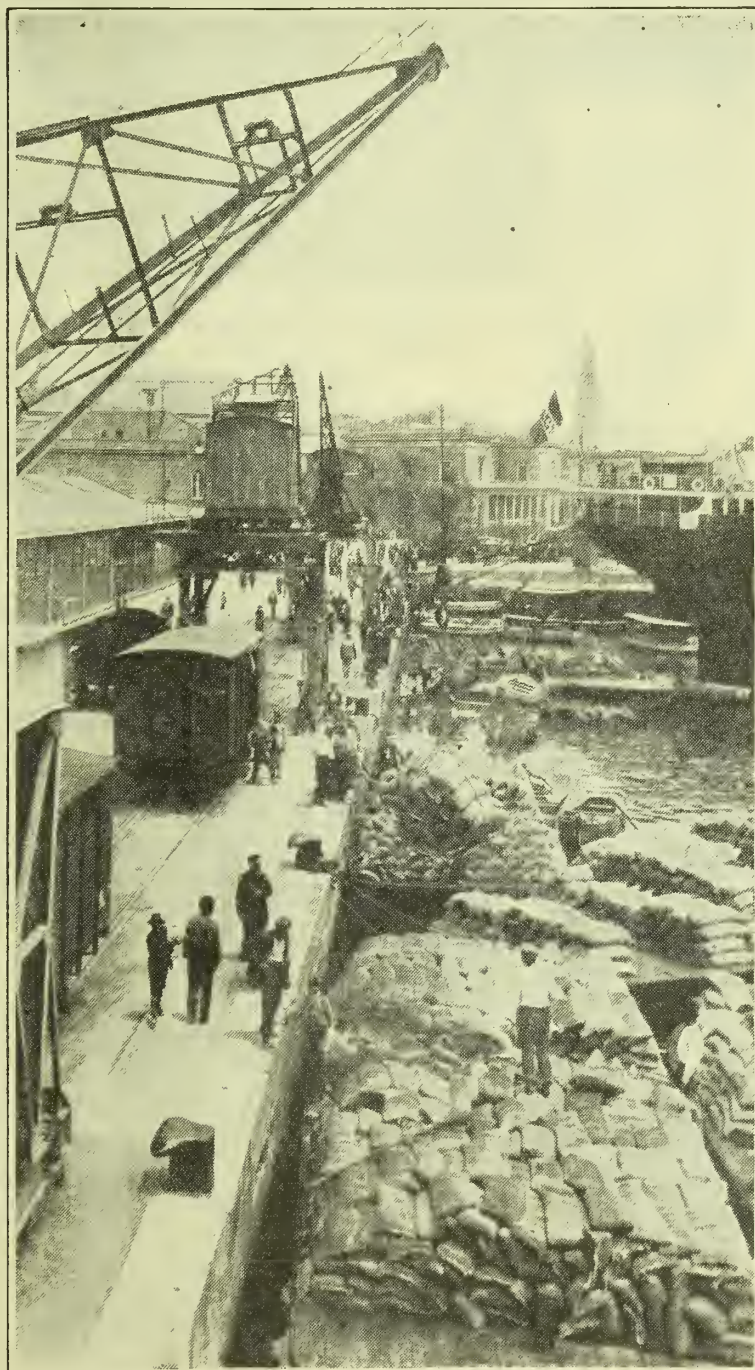
PAGE 3

The Delivery Wagons of the Sea

WHEN Christo-
pher Colum-
bus landed
on the barren
little island of San
Salvador, in the West
Indies, thinking he had
reached China, he was
no more pathetically
mistaken than we to-
day who look upon the
United States as a self-
supporting continent.
That day is gone for-
ever. Not ten percent
of our \$15,000,000,000
worth of exports and
imports annually either
leave or arrive by land.
In terms of foreign
trade, we are in touch
with the nations of the
earth by a peninsula
less than a thousand
miles wide—the distance,
say, from San Francisco
to Seattle. For the rest,
we are as much an island
as Great Britain, depend-
ent like her on the sea
for contact with the
world.

A hundred and thirty
years ago, when Ameri-
can bottoms carried 94
percent of our imports
and 90 percent of our
exports, this was not
true. All of America,
save a narrow fringe
along the Atlantic was
virgin country, unde-
veloped. If a man did
not like the way things
were run along the sea-
board, he did not have
to go back where he
came from; he could go
west and carve out of
the wilderness some-
thing that suited him
better—and many did.
Our future lay to land-
ward, not by way of
the sea.

We were a proud lot,
even then—not too
proud to fight, it is
true. But we paid no
man to carry our prod-
ucts to market for us,
or to deliver raw materi-
als to what factories



© Ewing Gallaway

Unloading American sugar at Naples, Italy. Our exports and
imports that come and go by sea total more than \$13,000,000,000.
American ships could handle this trade but most of them are idle

By
Paxton Hibben

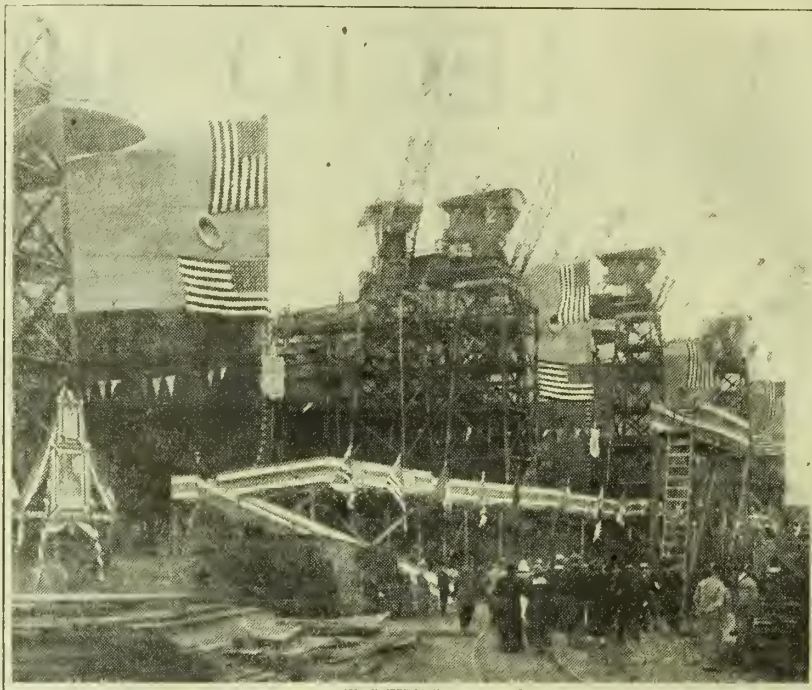
we had in those days.
Now, things have
changed. Today we pay
Great Britain alone a
yearly tribute of some
\$35,000,000 that comes
out of your pockets and
mine as surely as if it
were a war indemnity
—and we pay out this
vast sum for the very
tools of our industry,
for the right to sell our
grain, our cotton and
our manufactures in
the open markets of the
world.

Make no mistake.
What we pay in for-
eign shipping is a tax,
pure and simple. It is
levied upon our wealth
and our labor by those
who own the seas by
virtue of their posses-
sion of the steel bridges
by which, alone, one
may cross the waters
that separate us from
our markets. We get
nothing for what we
pay—not even what we
pay for. For the man-
ufacturer who requires
rubber for automobile
tires does not want his
rubber when it suits
the convenience of
someone else to deliver
it to him, but regular-
ly, as he needs it. Nor
does he care to be
forced to stock up on
his raw materials in
advance; that dis-
counts his judgment of
market conditions and
deprives him of the
profit he might make
from his knowledge of
his business. Yet auto-
mobile tires are made
in England, France,
Germany and other
countries as well as the
United States, and if
British, French or Ger-
man ships are handling

the rubber trade, the manufacturers in those countries will get their raw material first and when shipping rates are best, and those in the United States will get their raw material when their foreign rivals have been supplied.

That doesn't happen? Doesn't it, though! Listen:

Egyptian cotton is a peculiarly fine grade of cotton used in the manufacture of many articles—automobile tires, for one. Now England controls Egypt. A couple of years ago the output of Egyptian cotton was carried exclusively in British ships, whose freight rates were regulated by what is known as the "Liverpool Conference"—a sort of pool of shipowners which fixes the cargo rates for certain kinds of cargo over certain routes, each season. Dominant in the Liverpool Conference are two British shipping firms that, save for their American business, would be far less important in the shipping world than they are today, if indeed they could exist at all; in other words, two firms that, to all appearances, depend upon American trade for their life. Now let us see if they really depend upon the American trade—or if, as a matter of fact,



International

When they were "building the road to France" during the war. Four steel ships all dolled up and ready to go into the water at Oakland, California

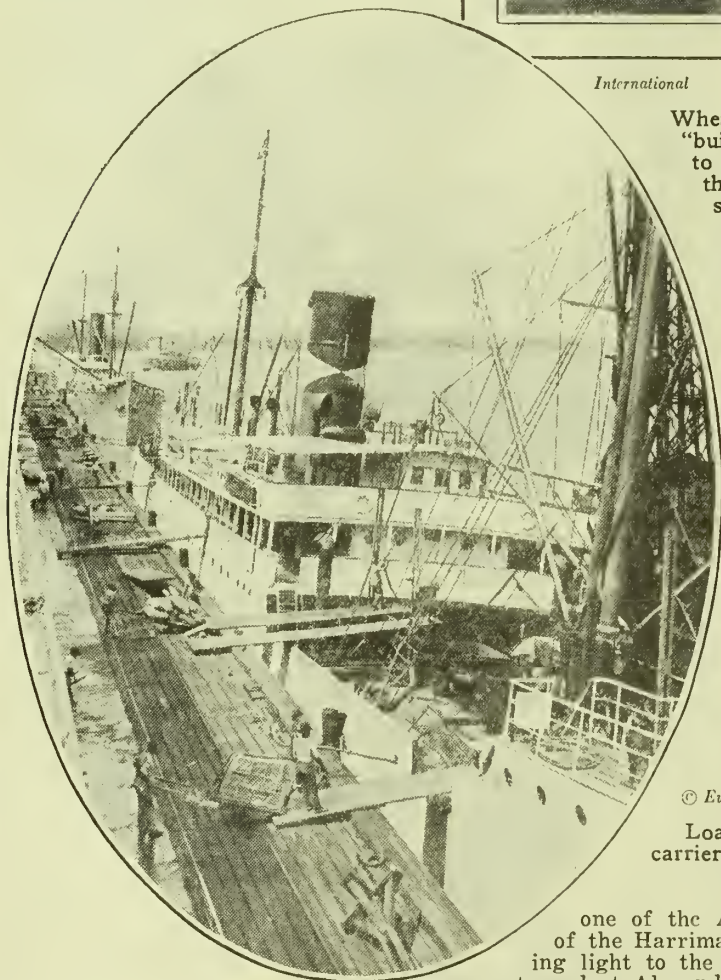
turer who used Egyptian cotton. Naturally, when this rate was quoted there was consternation among the British shipowners. They at once passed the word quietly around that anyone consigning cotton in this American bottom would have dispatched his last cargo of cotton. The American ship, therefore, had to leave Alexandria without cargo, though the warehouses were full of cotton for American consignment at the time.

Now if we had had no more merchant marine than we boasted in 1914 the story would end there. But it does not end there. The matter was taken up by the United States Shipping Board which decided that any such power to control delivery of a raw material essential to American manufactures was a menace to American business, and that American business had to be protected from the action of a group of foreign ship owners. So the next season, when the Liverpool Conference was fixing the freight rates on Egyptian cotton, they were surprised to receive a bid of 40 shillings per ton to New York, from the United States Shipping Board. They regarded this rate as ruinous, and paid no attention to it, though they did fix a rate materially lower than that of the previous season. One step had been gained.

But the Shipping Board was not through. It persisted, offering 15 shillings to Liverpool and 25 shillings to New York—a losing figure, of course. The British shipowners began to get nervous; it was difficult to hold their shippers in Egypt and their buyers in England in line to continue the boycott of American ships, with such a rate. When the American ships finally offered to carry Egyptian cotton to New York for 15 shillings the ton, the Liverpool Conference capitulated.

"All right, gentlemen—what do you want?" they said.

(Continued on page 24)



© Ewing Galloway

Loading a cargo carrier at New Orleans

one of the American ships of the Harriman line, returning light to the United States, stopped at Alexandria to see if it could pick up a cargo of Egyptian cotton to help out some on the cost of an otherwise profitless return voyage. Under the circumstances, it could afford to and it did offer to carry cotton to New York at 40 shillings the ton—a saving of over 50 percent in the carrying cost of his raw material for every American manufac-

not only shipping to and from the United States but also the manufacture in the United States of all articles into which Egyptian cotton enters, depend upon them.

Freight rates on Egyptian cotton were, at that time, about 90 shillings a ton to New York. It happened that



© Underwood

John K. Tener, who pitched for Cap Anson's Chicago team and later became Governor of Pennsylvania



© Keystone



This was taken a quarter of a century ago in Paris. The five are (left to right): Joe Kelly, Hughey Jennings, John McGraw, Willie Keeler and Bill Downs, all members of the old Orioles. At the left, McGraw as he appears today

Stars that No Longer Twinkle

By W. O. McGeehan

WHEN that game was called "on account of darkness" during the World's Series of 1922 there was such a clamor raised that Judge Kenesaw Mountain Landis, high commissioner of Organized Baseball, decided that the receipts should be given to charity. The question was what charity?

Colonel Tillinast L'Hommedieu Huston, then vice-president of the New York Yankees, demanded that the money be given toward relief work for wounded veterans of the World War. The owners of the New York Giants put in the counter demand that it be used as the nucleus of a building fund for an old baseball players' home. The controversy became warmer and warmer and in the end Colonel Huston came near to winning his point.

The modern baseball player will not need any home to go to. He is quite as shrewd a business man as the modern prizefighter. His work does not disfigure him physically or mentally. It is easy work and it is well paid. The modern baseball player emphatically is not a spendthrift, as anybody who has traveled around with a baseball club can testify.

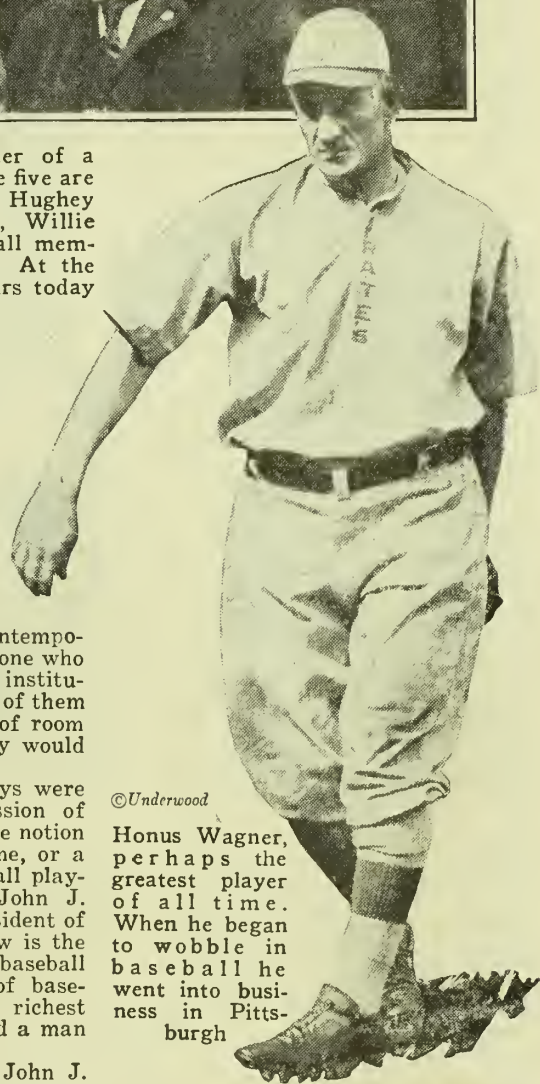
The last spendthrift was George Herman Ruth, called the Babe. But even he has reformed and begun to set aside something from his income of more than \$100,000 a year for the time when his batting eye begins to grow dim. If ever they do have an old baseball players' home the Babe will not be one of the inmates. Considering the shrewd

young business men of the contemporary diamond I can not think of one who would be an applicant for this institution because of necessity. Some of them might apply to save the price of room and board but not because they would be in actual need.

The ball players of other days were less provident and the profession of baseball was less lucrative. The notion of an old baseball players' home, or a fund for the relief of old baseball players, is a favorite one with John J. McGraw, manager and vice-president of the New York Giants. McGraw is the most successful of all the old baseball players. After thirty years of baseball he is part owner of the richest baseball club in the country and a man of independent wealth.

It is only fair to record of John J. McGraw that he has done more himself for the relief of baseball players in distress than anybody in the country. He has done it out of his own pocket and without ostentation. Though the most successful man in the game, from any point of view, and the hardest driver in the business, McGraw always has had a soft side for the failures, though he conceals this fact as though it were a weakness of which he is ashamed. The personality of McGraw is a contradictory one; but, if the testimony of old ball players could be taken, the evidence would show that it was thoroughly philanthropic.

In considering what happens to the old baseball players one must start with the Old Orioles, the most famous base-



© Underwood

Honus Wagner, perhaps the greatest player of all time. When he began to wobble in baseball he went into business in Pittsburgh

ball team of other days. John J. McGraw was the most colorful of the Old Orioles. Today he is the most successful and the best known of them.

Let us consider others who were members of the Old Orioles. We find Hughey Jennings, shortstop of that team, acting as assistant to John J. McGraw in the spring and summer and in the winter practicing law. Wilbert Robinson, catcher of the Old Orioles, is manager of the Brooklyn team and one of the most successful of the managers, all things considered. Kid Gleason, the grizzled and wrinkled ex-Oriole, is managing the Chicago White Sox. Joe Kelley, outfielder of the Old

Orioles, is scouting for the New York Yankees after acting as manager for a number of big league teams.

Of course the ideal finish for an old ball player is to become a manager or a scout. As such he can end his days in the game. This is all the more comforting because as he watches the youngsters he can shake his head and declare that the old-time players were so much better.

Christy Mathewson, best beloved of the baseball players of all time and acknowledged the greatest of the pitchers, is manager and part owner of the Boston Braves, unfortunately one of the tail-end clubs. Patrick Moran, once a ball player, is manager of the Cincinnati Reds and one of the great managers. Cornelius McGillicuddy, better known as "Connie Mack," certainly shows ability as a manager. Art Fletcher, one of the youngest old ball players, is manager of the Philadelphia Nationals. Miller Huggins, once an infielder in the turbulent baseball City of St. Louis, is manager of the New York Yankees. You will find the most successful and the happiest of the old ball players in positions of this sort.

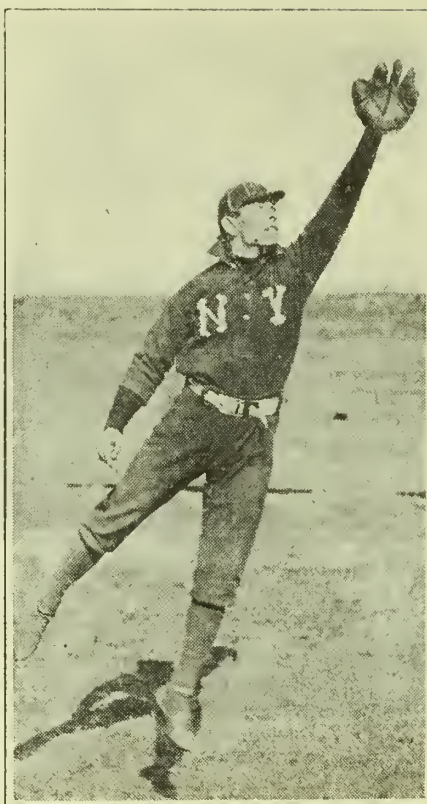
The tenor of the average baseball player's way is not quite so smooth. He comes up from the minors, sits on the bench for a while and finally gets his regular berth. There are no available statistics to tell just how long the average player lasts there.

As is the case with the chorus lady and the prizefighter, his legs start to go first—the legs and the batting eye or the pitching arms. But the first sign of age and the first murmurs of "back to the minors" are initiated by a wobbliness in the legs. Jess Willard's legs weakened first and everybody knew that he was through.

Then the average baseball player's way becomes that of the American Indian. He starts to vanish in the direction of the setting sun from the big leagues of the East to the leagues of the sticks. His vanishing is gradual, perhaps, so gradual that the passing of the star of the big leagues is hardly perceptible, especially as the young ones are coming in from the minors. There is little sentiment about this sort of thing. The big leagues want the best and the fastest. When the legs begin to wobble the thumbs are turned down in the grandstand and the bleachers. The wobblers must pack up their gloves and fade out of the picture at the Polo Grounds and the Yankee Stadium.

The Texas League is one of the favorite jumping off places for former players of the big leagues. That Texas climate has a particularly rejuvenating effect upon veteran ball players. Sometimes scouts looking over the clubs of the Texas League will spot a discarded baseball player who seems to have taken a second lease of life. Even experienced scouts sometimes are moved to recommend that one of these be taken back. But almost inevitably if he is recalled his legs start to wobble again.

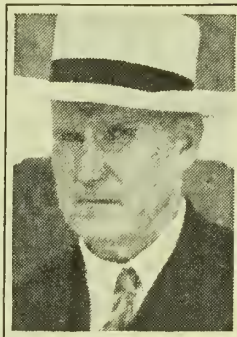
It is almost an axiom with the ivory hunters that you



David Fultz going after a high one.
He is now a lawyer



Another great player of former days whose name is still remembered everywhere, Cy Young. Cy is said to be planting corn in Ohio



An old star whom no old-timer can ever forget: Amos Rusie. His pitching days over, he is doing special police duty at the Polo Grounds



Photos © Keystone
Fred Clark, whose property now keeps him almost as busy as he was when he was starring in a big game. Evidently it doesn't take quite all of his time

can not tell anything about a player's defects while he is working out in the Texas League. The climate is so merciful to the old players that any player's home that may be started should be located in Texas where the veterans of the diamond might have their own league and play baseball until the time came for ferrying them across the Styx into the eternal playground of the Elysian Fields.

Others drift to the International League or the Coast League. In these leagues you will find plenty of players who were big stars of the majors. The progress backward is about as steady as the progress upward. From these leagues they drop back to leagues of less importance and with smaller pay-rolls until they drift out of baseball altogether. But when they wind up as far as baseball is concerned they are not scarred nor are they worn out.

Taken all in all the life of a baseball player is easy. He is compelled to take just enough exercise to keep him physically fit. The playing of baseball for the brief season certainly is no strain on the health. The pay is comparatively high and there does not seem to be any particular excuse for an indigent baseball player. He can have no particular complaint against society in general. If he does not retire in good health and able to take care of himself the fault is not that of the game.

One of the happiest of the old ball players is Henry Fabian, ground keeper at the Polo Grounds and builder of the celebrated turtle back diamond in the lee of Coogan's Bluff. Henry used to be an outfielder with John McGraw in the days when the manager of the Giants was an active ball player. Henry's hobby was the straightening out of crooked baseball diamonds. When McGraw took charge of the Giants he made good use of Henry's hobby.

Fabian finally became nationally known as a baseball diamond architect. They have made use of him all over the country to put base lines into true. In the days of his retirement Henry has found a new profession and revels in it. He laid out the practice baseball diamond at Marlin, Texas, which the Giants used for many a training season. Always Henry is sent in advance of the team to see to it that the field is fit to play upon.

"And they are mighty lucky," says Henry, "to have me doing this for them. In the old days the playing fields, especially the infields, were rough. Now if they are not laid out like a billiard table you can hear them squawk. Why, they have got so that they will even complain about diamonds that I have laid out myself, personally. These young ball players are always complaining about something."

Between the laying out of baseball diamonds and the constant singing of the praises of John J. McGraw, Henry keeps busy and happy through the seasons.

Let us try to trace some of the old ball players at random. Over in Brooklyn we can find in the semi-professional St. Agatha team Al

(Cont. on page 28)

A Personal Page by Frederick Palmer

The Things That Count

NO one wants war for war's sake. No mother wants to breed sons to be cannon fodder; no one wants his hard-earned savings for a rainy day to go to buy shells. It is obvious that humanity wants, and has always wanted, peace. But to want a thing is not to have it, and that is particularly true of peace.

After every war, when the waste and horror and the memory of the dead were fresh in mind, statesmen have held council on how to prevent another war. But another war came.

When it was over, again the statesmen foregathered. Again, lawyers devised treaties, theorists offered old recipes, writers and speakers set in vivid array all the old arguments against the monstrous folly of two lines of men deliberately trying to maim and kill each other. Again, the heart of humanity stirred with the hope that a way had been found to end the curse.

At the rate that entries for the Bok peace plan are coming in, a multitude of people must think that they have found the way. The author of the "best practicable plan by which the United States may co-operate with other nations to achieve and preserve the peace of the world" is to receive immediately fifty thousand dollars and fifty thousand more when the plan has popular support or that of the U. S. Senate.

Will it be really a new plan or will it be a duplicate of one of the thousands of others that have failed? If it does not prove workable the author can say, as other doctors have said,

"It would have succeeded if the patient had followed the prescription."

There's the difficulty—the recalcitrancy of that hardened world patient.

MR. BOK came to this country as a poor Dutch boy. His book on his Americanization has gone into many editions. As the editor of a woman's magazine he made a fortune. Recently he has retired to devote his life to good works. The prize is one of the ventures of his new career. To some people it seemed a little absurd to try to buy with a money award the blessing for which millions of men have died and the wise men of all time have vainly striven without thought of pay. But his idea was to speed thought in the right direction.

He has been fortunate in his judges. They include Elihu Root, Edward M. House, Major-General James G. Harbord, Brand Whitlock and William Allen White. All five are against war in the abstract. In the concrete, Mr. Root was a sturdy advocate of our entry into the World War, Mr. House was the close adviser of the President who took us in, General Harbord was one of the ablest generals in winning that "war to end war," Mr. Whitlock was Minister to Belgium, and Mr. White, who knows the heart of the Middle West, served the cause with his brilliant pen.

It is the concrete situations which overwhelm our abstract principles and bring on wars. The French and Germans have one on the Rhine, and the Italians and Jugo-Slavs have one in Fiume.

Mr. Root, a Republican, is for the League of Nations with reservations; Mr. House is for the League as it stands, having been one of its sponsors. General Harbord, a simple, open-minded soldier, is not in politics, and he knows war. This should make him a valuable judge. These judges should be able to work out a very good plan among themselves. But their business is to consider the plans of others.

I wonder if many plans by real experts will be submitted. Will Generals Pershing or Liggett or Admiral Sims offer

one? They certainly know the habits of the monster whose furies they would curb. Woodrow Wilson, who had so much first-hand experience laboring for peace in the intrigues of the Paris Conference, has already published his plan. It is the League of Nations. Secretary Hughes worked out his in the Washington Conference.

That of Lloyd George, Poincaré and Balfour is the Council of Ambassadors. Mussolini's is apparently to leave everything to Mussolini. Lenin's is to spread Bolshevism throughout the world. Kemal Pasha's is that Turkey shall have what she wants, and never mind the Armenians.

EACH of these leaders is devoted to his own plan. If the prize-winner is to succeed he must persuade them to yield their plans and adopt his. For wars are international affairs. The support of our Senate and public opinion alone would make the plan workable only for the prevention of civil war in our country. World peace means the support of all senates and all public opinions.

At present, we have world peace without knowing who will win the prize; for at this writing, at least, there is no war in Europe. We have the peace of an exhausted world which must recover from its latest orgy of blood-letting before fresh generations have risen. These, according to historical precedent, will have their war in turn.

That is the war which it is now our business to prevent. That is the concrete problem. So we shall have to wait upon time to prove whether or not the Bok prize-plan will be workable, and wait for at least forty years, which was the period between the Franco-Prussian and the World Wars. A hundred years would be a safer figure.

But Mr. Bok will not have offered his hundred thousand dollars in vain if it aids in the smallest way to limit the number or the size of future wars. Many wars have been prevented by wise statesmanship and public opinion keeping its head. Possibly the Washington Conference prevented a war between the United States and Japan.

THERE are plans enough. The thing is to make any one of them work. Statesmen will devise means when they have the mandate from public opinion as they did at the Washington Conference and in the Greco-Italian dispute.

In the abstract, education in the spirit of fair play among nations is the best means of promoting peace. To this end a Legion Post, which shares General Harbord's first-hand knowledge, may certainly do as much in a community as the citizen who is busy with pen and paper working for that hundred thousand dollar prize. All Legionnaires will want to help the winning plan succeed in order to save their sons from riding in horse cars on their "tour abroad," or having to endure the trenches.

In the light of the fact that the World War was the most terrible of all time, humanity faces the assurance that the next will be even more terrible. That makes the problem of preventing that next war all the more pressing and concrete. Here, too, men who know war have spoken. They would limit aerial armament before a race of aerial armament is under way to the inevitable climax of the same kind as that brought on by the Kaiser's mad promotion of the race of land armaments. When such a climax comes, such wise and pacific men as Mr. Root and Mr. House will again have to advocate that the concrete situation requires that we go "over the top" and leave the rest to the courage of our men and women and the Harbords.

EDITORIAL

The Navy Speaks Up

THE battleship versus the airplane controversy continues. In a public address Captain McNamee of the Navy comes to the defense of the dreadnaught, which he claims is still the backbone of naval power, despite the fact that battleships have been sunk by bombing planes after naval experts said it could not be done. The captain deprecates the fact that "amateur strategists, with all the confidence born of ignorance, would at once scrap the Navy."

The press has given much notice to the sinking of an obsolete battleship, abandoned, helpless and staked out like a lame bull in a pasture [continues Captain McNamee]. This experiment is held by some cranks to prove that battleships are useless. The same conclusion would be just as logical if an obsolete airplane were hung up in the sky and shot down by battleships to prove that aviation is valueless. Or if the Army moved its troops out of one of the forts of New York and the Atlantic Fleet would knock the abandoned fort to pieces to prove that coast defenses are useless.

Captain McNamee relates that he has been in the Navy thirty-five years "and I have seen the battleship put out of business on paper many times." First there was the ram. Then the torpedo boat, the destroyer, the submarine and the Zeppelin. Now the airplane. "But," concludes the captain, "the old battleship, like the old flag, is still there."

Captain McNamee is more convincing, however, when he abandons rhetoric and irony in favor of arguments of greater material value.

Battleship protection against air attack will be of two kinds, defensive and offensive [he explains]. The defensive consists in adding blisters or explosion chambers to the older ship's sides to protect the ship's vitals from bombs exploding nearby in the water. New battleships have this protection built into the hull. Additional steel decks will be added to old battleships to prevent penetration of the bombs that drop on board. In addition, the battleship will be protected by high speed and constant change of course that will throw the bomber off his target, as will the barrage of bursting shrapnel from anti-aircraft guns. Moreover, the bomber will have to sustain the fire of dozens of machine guns before he can get within range.

The fleet's offensive will be from fighting planes, launched by catapults from the deck of the battleship itself. These fighting planes will have as their mission to shoot down the slow, heavy bomber before he can get near enough to do any damage. That means that if the bomber is to get in his attack, he must be protected by an escort of fighting planes. But the air protection of the battleship when near an enemy coast will be supplemented by additional fighting planes other than those the battleship itself can carry. These will be provided by aircraft that accompany the battleships. The fleet's aircraft, provided with means for flying off and landing on the carriers and backed up by the fire of the fleet, should make a most effective defense against land planes that would be fighting at sea, far removed from their bases, and certain of destruction if forced to alight.

These details merit consideration. They are largely theoretical, it is true, except for anti-aircraft gunnery—the value of which, however, remains to be established. In the World War planes were not greatly hampered by anti-aircraft fire. But the discussion of the whole subject, and particularly the sharp opposition of views, is helpful to the science of national defense. All concede that the airplane will play a great rôle in military and naval tactics of the future. The thing to do is to find out in advance as nearly as possible just what that rôle will be. The way to go about it is to have arguments, experiments and more arguments. More power to Captain McNamee and his worthy adversaries.

The Case of Frank Schweighofer

MRS. FRANK SCHWEIGHOFER, a widow who operated a little truck farm in Wisconsin, died the other day, and her passing brought to light the fact that her son had been a voluntary prisoner on his mother's farm for the past

five years, venturing out at night, in woman's dress, to perform the chores that he dared not attempt during the day for fear of detection. The reason for his concealment was the fact that five years ago a war was on and Frank did not want to go to it.

He did not want to go, according to press accounts, because he did not want to leave his mother and because he was afraid he would have to bear arms against the country of his birth. One could easily picture far unworthier motives; a desire to abide by the maternal hearthstone is a selfish desire in the face of an emergency that might conceivably blow that hearthstone sky-high, but it is far from being so despicable as pure physical cowardice, and compared to any profiteer young Schweighofer is a hero.

Schweighofer's weakness—a weakness which has brought him five years of physical and spiritual distress—was his lack of confidence in the country of his adoption. Had he gone half way by responding to the draft call, a militarized but still not unkindly disposed Uncle Sam would have gone the other half. No young Wisconsin farm boy born in Germany with a name like Schweighofer was going to be put into a shock-troop outfit and rushed to the trenches, anyway. And if Schweighofer had stated his case frankly he would instantly have been assigned to a non-combatant arm, just as was done with the more conscientious of conscientious objectors—men who opposed the shedding of blood but who still saw an opportunity for humanitarian service right in the uniformed ranks.

Young Frank Schweighofer constructed in his mind a bogey a thousand times more hideous than the actuality he feared. The sufferings he endured as a consequence were also many times more painful, and lasted probably three or four times as long, as any military service he might have been called on to perform.

This is not a page of tabloid sermons, but it seems as if there must be a moral somewhere in the story of Frank Schweighofer, be it in war or in peace.

Pernicious Innuendo

Nor is there mention in the Legion report of what will happen to our disabled veterans when the four billions are distributed to the able-bodied and employed veterans. Is it in the hospitals and in the reconstruction schools that the inevitable "economies" will be made?—*From an editorial in the New York Evening Post commenting on the recent report of the Legion's National Legislative Committee predicting the passage in the next Congress of the Federal Adjusted Compensation Bill.*

THIS is hitting below the belt. The implication is that the Legion, in its efforts to obtain the passage of the Adjusted Compensation Bill, is willing to ride roughshod over the disabled veteran. The quoted statement is proof of palpable and gross ignorance of all that the Legion has done for the disabled veteran over a period of more than four years. It is, however, typical of all the unintelligent "anti-bonus" twaddle that has got into print ever since the fight started.

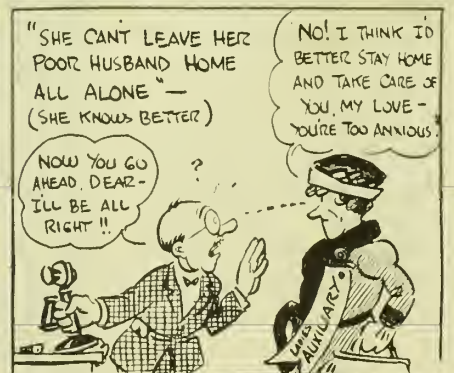
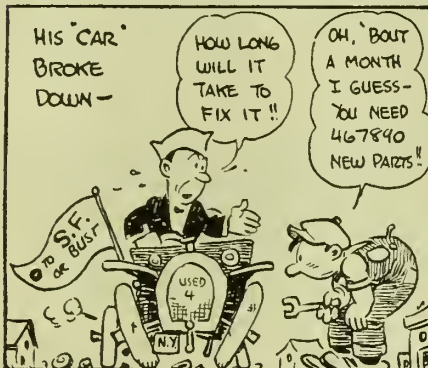
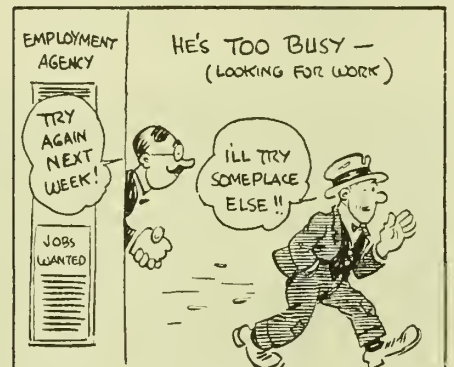
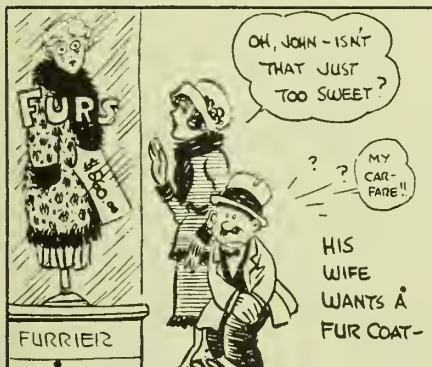
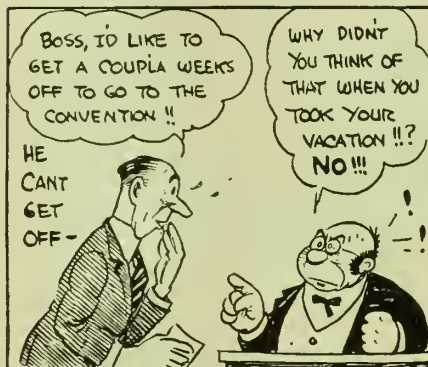
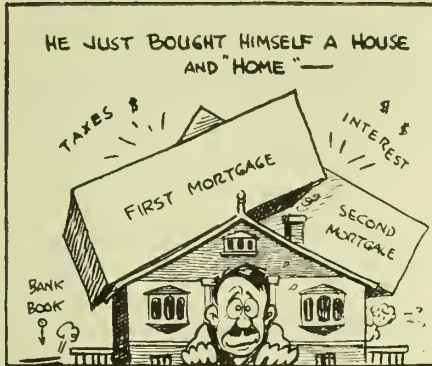
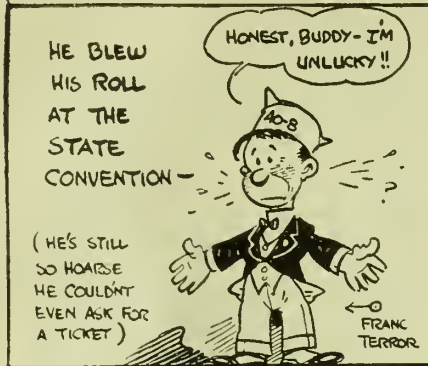
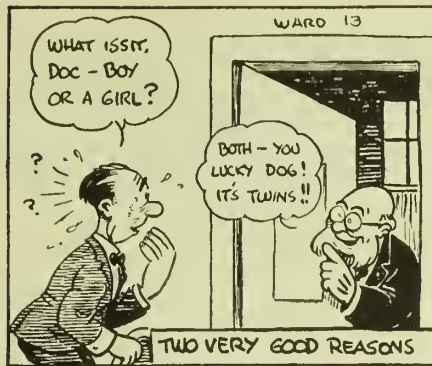
Such an unfair and dishonest attack as this lends direct and compelling assistance to the cause of adjusted compensation.

Write Your Own Editorial

THE War Department is going to put an iron fence around the tomb of the Unknown Soldier at Arlington to keep at a distance tourists who use the sepulchre as a park bench or foot rest or as a place to scratch matches.

Germany goes from bad to worse. Marks are 10,000,000 to a dollar and Bergdoll has arranged to become a naturalized German citizen.

WHY SOME OF US DIDN'T GO TO THE CONVENTION THIS YEAR - WHAT'S YOUR ALIBI ?





Your Home Town

Keep the Street Lights Burning



By Harold S. Bутtenheim
Editor, The American City Magazine

WALK by the best light you have; but be sure that your light be not darkness." This profound advice might well be applied not only to the intellectual darkness to which it was originally addressed, but to physical darkness as well. For science has been enabled, by the simple process of physical illumination, to banish many a deed of those "who loved darkness rather than light, because their deeds were evil."

In this antagonism of light and crime is one of the strongest reasons for the adequate illumination of our streets and highways. In Cleveland during a period when crime was increasing on the poorly lighted streets, statistics show a decrease of 8 percent in the number of crimes on the main business streets after a high-intensity "White Way" system of lighting had been installed. The effectiveness of street lighting as a deterrent to crime was conclusively demonstrated in Chicago during the war, when an attempt was made to reduce coal consumption by extinguishing the street lamps. Even in the face of a severe fuel shortage, it was decided that street lighting was a necessity which could be partially compensated for only by the use of an enormously increased police force.

THAT second-cousin to crime, the much too common street accident, demands much more adequate systems of highway lighting than were required before the days of the automobile. This applies not only to city streets, but to suburban roads where formerly street lighting was not economically practical. The transactions of the Illuminating Engineering Society record an observation extended over about thirty of our principal cities, showing that out of 10,640 killed in traffic accidents in 1920, 3,223 deaths occurred in night accidents, 17.6 percent, or 567, of which could be attributed to lack of sufficient

illumination. Dr. Crum, statistician of the Prudential Insurance Company, says that the annual street accident loss is fully one billion dollars, and he further estimates that fifty-four million dollars of this loss is caused by lack of light.

In quoting these statements R. E. Greiner, Street Lighting Specialist, says: "In contrast to this, it is startling to note that the total amount spent annually for street lighting in the United States, according to census reports, is not in excess of fifty million dollars. In view of these facts, a far greater amount could well be invested in additional street lighting and yield a splendid return in the reduction of the accident loss which now prevails."

In progressive communities street lighting is rapidly becoming both an art and a science. Haphazard development is giving way to a carefully prepared plan by which the various sections of the city are lighted by types of units and sizes of lamps which combine economy and efficiency with a harmony of design which adds much to the beauty of the streets and highways. In a typical city such a plan must give consideration to the lighting of:

- The main business section.
- Secondary business streets.
- Main thoroughfares.
- Residential streets.
- Parks.
- Boulevards.
- Outlying suburban sections, alleys and side streets.
- Rural highways.

A DISCUSSION of street lighting practice on these different types of street is not possible within the space limits of this article. It is worth emphasizing, however, that in the principal business section of every modern city a "White Way" system is essential, and that this system, besides being orna-

mental, should provide a high intensity of illumination to draw the crowds, thus increasing the business of the local merchants. Such illumination also reduces street accidents by making it possible to drive an automobile through the business streets without the use of bright headlights.

The word "ornamental" as applied to street lighting no longer means the five lamp clusters which characterized so many of the early installations. The modern single-lamp or two-lamp standard is not only in much better taste, but results in entirely adequate illumination at a much lower cost. In Harrisburg, Pa., for example, the City Electrician says that the annual cost of lighting the seventy-one five-cluster standards in that city can be reduced from \$85 to \$64.50 per standard by replacing the five small lamps with a single high-powered lamp.

The placing of the wires underground should, wherever possible, accompany the installation of modern lighting systems. At present the installation of underground circuits for the street-lighting service is simpler than in the old days when a somewhat elaborate system of conduits had to be provided. Since the introduction of the steel-armored, lead-covered cable which can be laid in a shallow trench, underground service has been very greatly cheapened and simplified so that it is available in many districts where before overhead wires were a virtual necessity.

FOR most communities there is probably no other improvement which could be made at equal cost which would do so much to develop civic pride as a modern lighting system. It means increased beauty, better business, greater convenience and safety, and a more general spirit of cheerfulness. The best test of the value of such a system is the fact that no city having a modern system would for one moment consider returning to antiquated methods of lighting its streets.

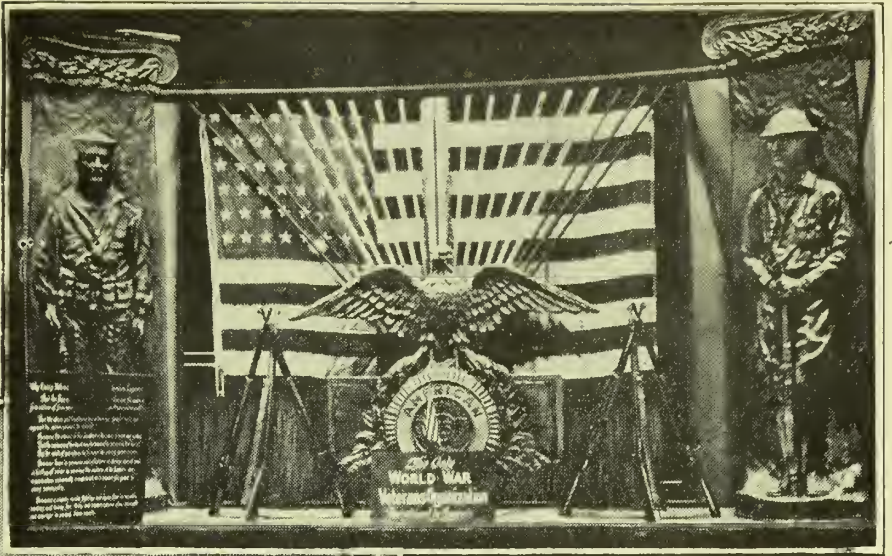
What We Will Celebrate

ARMISTICE DAY, November 11th, is the American symbol of liberty saved, just as Independence Day, July 4th, is the symbol of liberty secured. This year marks the fifth anniversary of our triumph over the dictatorship and despotism of Germany and the Central Powers, the greatest plot ever devised to subdue a world for the aggrandizement of a family—the Hohenzollerns and Hapsburgs. While Armistice Day

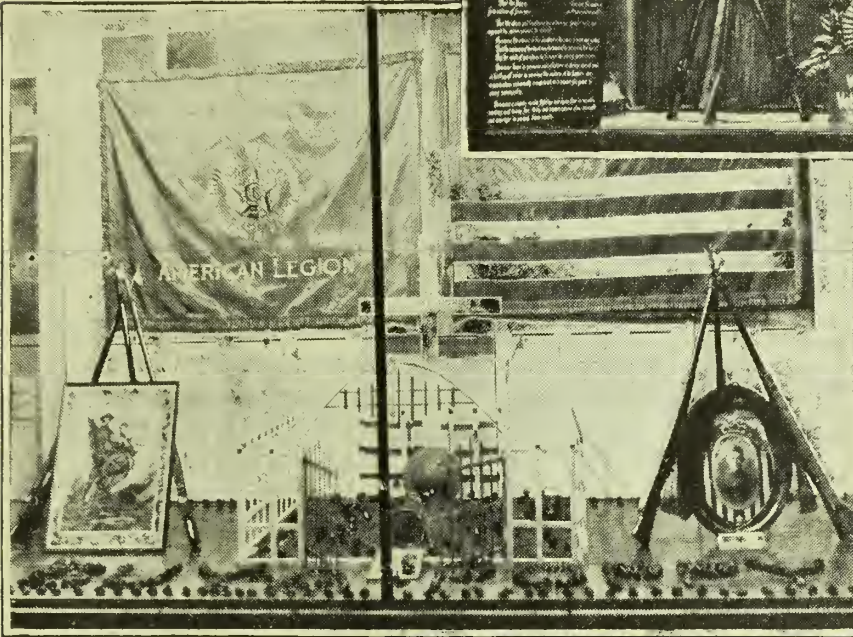
this year, as ever, cannot but remind us of our debt of reverence to our departed comrades, the day offers primarily an opportunity for rejoicing, of thanksgiving for the success which their sacrifice helped us and our gallant Allies to attain. The American Legion on November 11th will be observing the fifth birthday of a new freedom and the fifth anniversary of a mighty and righteous victory.

ALVIN OWSLEY

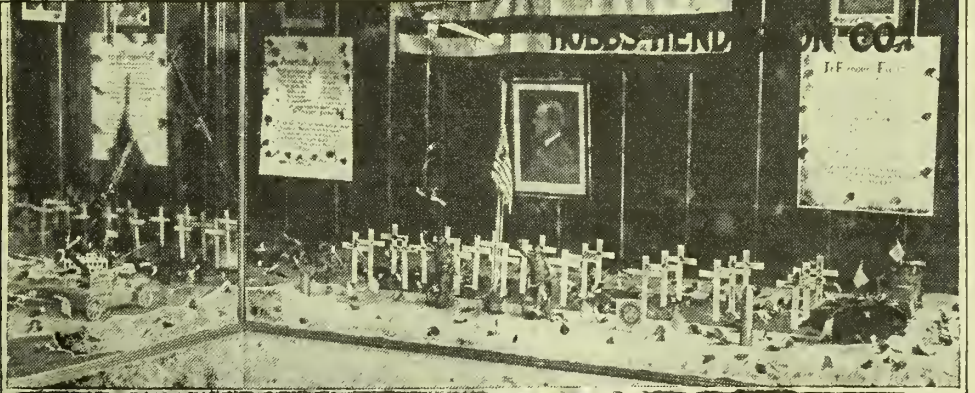
Windows Which Won Legion Campaigns



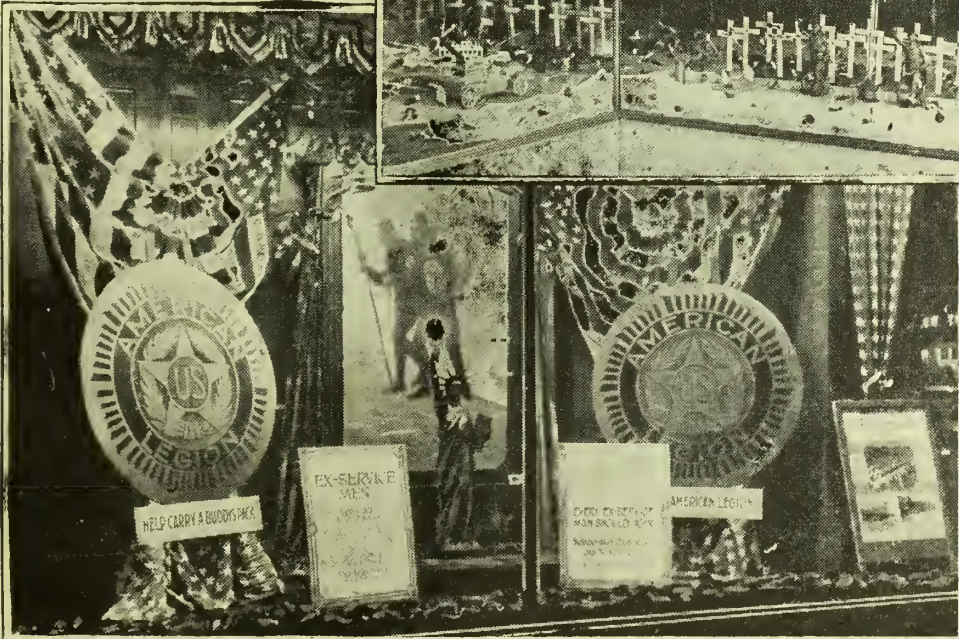
The American flag, the Legion's emblem and bronze figures of a doughboy and a gob featured a window display in Malden, Massachusetts, which had a big part in Malden Post's most successful membership drive. Large cards displayed each gave ten reasons why every World War veteran should join the Legion. The window was donated by an electric light and power company



El Reno, Oklahoma, gained a new understanding of the Legion from this window display, which produced a large number of contributions to The American Legion's Overseas Graves Endowment Fund



White crosses and scarlet poppies were combined effectively in a window display by Greer (South Carolina) Post



The display at the left, the brilliantly lighted contribution of a power company, helped bring into the Legion hundreds of new members in a campaign conducted in Omaha, Nebraska, by Douglas County Post. The Legion's aid to the disabled was emphasized by the slogan "Help Carry a Buddy's Pack"



IN THE PUBLIC EYE.—A cyclopean floral emblem of The American Legion composed of more than seven thousand separate plants this week expressed the welcome of Oakland, California, to Legion convention visitors and delegates

Utah Posts Add New Credit to Legion's Flood Relief

WHEN flood or fire brings disaster, it is now tradition that The American Legion brings help and relief. Conspicuous activities of Legion posts during the spring floods in Kansas and Arkansas, affording practical demonstrations of the Legion's benefit to every community in which it exists, have been duplicated in Utah. When floods swept certain sections of this State during the summer, Legion posts promptly aided stricken families in the submerged districts, particularly in the town of Farmington.

Legion men began a survey of conditions in this community while the waters were still surging through it. They gave the first news of the disaster to the outside world and began clearing away debris and raising funds for the relief of the homeless. The department organization of the Legion called on all posts to stand in readiness to render further assistance if it were necessary.

In many communities the Legion led in the raising of funds to help the flood sufferers.

President Coolidge Says He Will Study American Legion Bills

NATIONAL Commander Alvin Owsley, immediately after his return from his recent trip to Europe, called on President Calvin Coolidge at the White House and presented greetings which he had been asked to convey by President Millerand and Premier Poincaré of France. President Coolidge and Mr. Owsley discussed the legislative program which the Legion will propose at the opening session of Congress, and the President said he would give each bill affecting the interests of service men his personal study. He asked that written summaries of all the Legion's bills be given him. The President gave to Commander Owsley a message to be delivered at the Legion's Fifth National Convention at San

Francisco. Accompanying Mr. Owsley to the White House were Ernest O. Thompson of Texas and H. Nelson Jackson of Vermont, two of the Legion delegates who had journeyed with the National Commander to the FIDAC convention in Brussels, and John Thomas Taylor, vice-chairman of the National Legislative Committee of The American Legion.

Red Cross Gives \$25,000 to Keep Liaison Men on Job

THE American Red Cross is satisfied with the manner in which The American Legion has fulfilled the trust which it reposed in it last year when it allotted sufficient Red Cross funds to maintain fourteen Legion liaison representatives in the district offices of the Veterans Bureau. Expressive of its satisfaction it has just for-

warded to the National Treasurer of the Legion a check for \$25,000 as the first installment on the amount necessary to continue the work of the Legion representatives until June 30, 1924.

Persons who have studied the gradual improvement in governmental methods of dealing with disabled service men have freely given a large share of credit to the Legion's liaison representatives, who work under the direction of the chairman of the Legion's National Rehabilitation Committee. These fourteen representatives, through the contributions of the Red Cross, were assigned to duty in the district offices of the Veterans Bureau when the offices were established. They were commissioned to make a study of government laws and regulations and to inspect the operation of the various branches of the bureau.

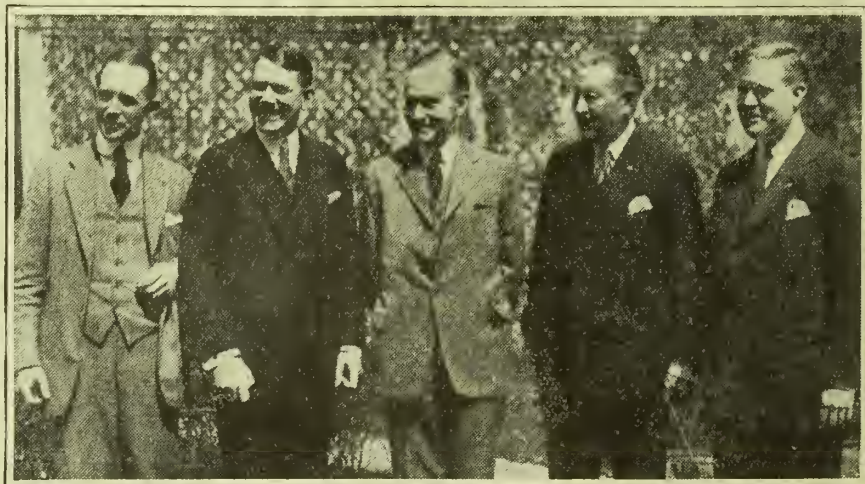
Largely through their efforts, necessary changes in laws and regulations have been accomplished quietly. Before they took up their duties the country had been disconcerted by a series of scandals which developed in hospitals throughout the country. Public confidence in the bureau had suffered consequently. The reestablishment of public confidence in the bureau has been one of the most important results of the system in which the Legion and Red Cross have co-operated.

California Will Raise \$150,000 to Endow University Chair

THE California department of the Legion plans to raise \$150,000 among its members for carrying on its Americanism program and as a part of this program will endow a chair of Americanism at the University of California. The California movement parallels a similar educational move in Oregon, where the Legion has given its support to an endowed chair founded by a Western woman who gave \$110,000 for that purpose. The California Department will employ a state Americanization director who will seek the unification of all Americanism movements within the State.

Damning the Legion Proves Legally Dangerous Here

THE new barber in Walterboro, South Carolina, was an orator. That was all right. But when, after preliminary remarks of a milder nature, he began abusing the Government, the American Red Cross



The President and the National Commander snap into it for the photographers. Left to right: Ernest O. Thompson of Texas, National Commander Alvin Owsley, President Calvin Coolidge, H. Nelson Jackson and John Thomas Taylor

and The American Legion in terms that would have led to an immediate knockdown fight if he had applied them to an individual, James K. Jachles, past commander of Colleton County Post, intervened. Free speech is a precious right, said Mr. Jachles, but the same fundamental law which guarantees it also provides a remedy against slander and libel. Mr. Jachles swore to a warrant for the barber's arrest. The good names of the Government, the Red Cross and the Legion were cleared automatically when the accused man fled from the town pending his second court hearing, forfeiting his bond.

Forty and Eight Replaces Memorial Vandals Cut Down

WHEN E. J. Eivers, Chef de Chemin de Fer of the Forty and Eight Society, journeyed to the memorial row of trees on the Seattle-Tacoma Memorial Highway to lay a wreath on a tree planted a year ago by Marshall Joffre and dedicated to the Blue Devils of France, he learned that vandals had cut down the tree the night before his arrival. Voiture No. 75 of Seattle immediately planted a new tree and farmers living nearby organized a guard to protect it.

How One Post and Its Auxiliary Unit Work Together

A GLIMPSE of the success one unit of The American Legion Auxiliary has attained through bringing into harmony all of the agencies in its city is afforded in a letter from Mrs. Franc L. Adams of Mason, Michigan. In a letter to National Auxiliary Headquarters she writes:

"As soon as Brown-Cavender Post and Auxiliary were formed in Mason, the remnant of the Grand Army of the Republic and the Women's Relief Corps turned their hall over to the Legion and Auxiliary so that our meetings might be held there. A few weeks ago the common council of Mason voted to give the patriotic societies of the city a ten-year lease on the west half of the Municipal Building so they could have a hall on the ground floor. A branch of the Red Cross here, which has not functioned since the war ended, voted to assist the Legion in furnishing these rooms for use, and nearly \$500 was put in the hands of the Auxiliary as agent for the Red

Cross, to purchase the necessary furniture.

"The first thing done by the Auxiliary of Browne-Cavender Post was the purchase of a player piano for the boys. This was largely paid for through a mile-of-pennies contest, the remainder of the sum being the gift of a Ladies' Aid Society in an adjoining town, in honor of two of their boys who made the supreme sacrifice. The piano is dedicated to four Ingham County boys, the two referred to and the two for whom Browne-Cavender Post was named.

"Ingham was the first county in the department to organize a joint county association where the two orders, Legion and Auxiliary, hold meetings together to formulate and discuss plans helpful to both. At the last meeting the county took the initiative in making a systematic search for unmarked graves of soldiers, to see that Government markers are obtained. There is a general chairman for the county and a sub-chairman for each of the forty-seven cemeteries in the county.

"Through my research work for the

Daughters of the American Revolution and in the county historical society of which I am secretary, I already have located the graves of two Revolutionary War soldiers and had a marker placed in honor of an unknown soldier, besides locating forty-two soldiers of the War of 1812, four of the Black Hawk War and four of the Mexican War.

"It might be of interest to know how the mile-of-pennies contest was carried on. Two leaders are chosen, and each takes one-half of the membership as her helpers. The contest is to see which will first meet the half-mile limit. It is computed on the basis of the number of pennies necessary to the foot."

Mrs. Adams writes that the Auxiliary units of Michigan all work to support the Roosevelt American Legion Hospital for tuberculous veterans at Battle Creek, and also are helping establish the home for orphans of World War veterans. This is a farm on Otter Lake in Lapeer County, and to do away with the institution idea the home is known to the Legion and the Auxiliary as the Children's Billet.



TILL DEATH DO US PART.—When the last member of Samuel W. Kellar, Jr., Post of Hurley, South Dakota, dies, the post's clubhouse will become the property of the community. The clubhouse was built two years ago at a cost of \$15,000, the money being raised by popular subscription. The post's Auxiliary Unit maintains a rest room in the clubhouse Wednesdays and Saturdays, the principal shopping days for farmers



Salem (Massachusetts) Post brings back the days of witchcraft when it goes on parade

Salemites Don Historic Costume to Sell City for Convention

IF anybody happened to meet the Salem, Massachusetts, Post of the Legion on dress parade on a misty moonlight evening he'd think the clock and the calendar had rolled back three centuries. Salem Post recalled the most picturesque tradition of its ancient city by dressing in the cloak and cap of the witch and wielding the conventional witch's broomstick. Attired in this costume, the post was the sensation of the Massachusetts department convention parade at Marblehead recently. Incidentally, it impressed on the rest of the posts of the State that it hopes to obtain for its city the department convention in 1926, when Salem will celebrate its 300th anniversary.

The photograph was taken in front of the post's clubhouse, which it bought almost three years ago after it had conducted a twenty-four-hour campaign by telephone on a Sunday to raise \$1,300 among its members. Raising this sum, the post moved into the building on Monday morning.

Nebraska Lists Soldiers of All Wars; Will Publish Roster

THE Nebraska Department of the Legion is giving its full services to the State in a census now being taken of the service men of all wars living in Nebraska. The name and address of each man is being listed, together with his rank, the organization in which he served and the State in which he was living at the time he entered the service. The State Legislature has made an appropriation for the compiling of this information and has authorized the publication in 1924 of a Nebraska war veterans' roster. This book is expected to be invaluable as a reference work. It will be even more complete and better prepared than were the rosters published by a great many States after the Civil War. Genealogists have found that the Revolutionary War records published by a number of the thirteen original States often are the only means available of preparing accurate family histories, and the Nebraska record will in time also be regarded as an important genealogical reference.

Poland's Savior Legion Guest at San Francisco

GENERAL JOSEPH HALLER of Poland, the sentinel of civilization, guest of The American Legion at its Fifth Annual Convention in San Francisco this week, will be entertained under Legion auspices in a score of the principal cities of the United States which he will visit during his trip back across the continent before he sails for his native land.

General Haller was born fifty years ago, the heir to a vast Polish estate. As a boy he played with a toy sword while he watched the sham battles and maneuvers of an Austrian army. Even then, implanted in his heart was the dream of the resurrection of Poland. There was no Poland then. What had once been Poland was a part of Austria, a part of Russia and a part of Germany.

In early manhood Haller was trained in the Austrian army. At the age of twenty-two he was graduated as a first lieutenant of artillery. Then he became a captain in the imperial technical schools. But he forswore the Army, retired to his estate and devoted himself to bettering the lot of the hundreds of souls who depended upon its acres for livelihood. Then came 1912, with the premonitory winds of the coming storm of world war, and Haller was recalled to the Austrian general staff. He was assigned the task of strengthening the Polish divisions of the Austrian Army.

During the early years of the World War General Haller led the Polish Legion in the East against the Russians. Later he served on the Carpathian front. He was wounded several times, once seriously. But he kept up the fight bravely until the treason of Lenine and Trotsky at Brest-Litovsk in February, 1918, seemed to shatter all the dreams of a re-established Poland and so led to one of those sublime displays of national unity and strength of which a submerged people is capable. When Lenine and Trotsky sold Poland to the Kaiser at Brest-Litovsk, Haller and his soldiers threw Austria and forced allegiance behind them and with one stride joined the army of Russian Poles in the Ukraine. Days later, the Polish legions were battling the very armies which they had once been forced to follow. Later they faced the Germans, too.

By this time the work of Paderewski in the United States had led thousands of Polish-Americans to enlist in a legion for



General Joseph Haller

foreign service. General Haller was assigned to command this legion in France, where they were assembled for training. After the Armistice the well-trained Polish Legion was transported through Germany into Poland, was united with other Polish forces and completed the work of delivering that land from the hands of its tyrants. Haller and his Legion, a hundred thousand strong, made modern Poland. Having made it, they saved it from the menace of the Bolshevik armies and Bolshevik ideas. Poland once more was wedded to the Baltic, a triumphant, vigorous nation. The American Poles returned to the United States and General Haller began to achieve the same triumphs in peace that he had won in war.

On his tour following the convention General Haller will visit Portland, Ore.; Omaha, St. Paul, Milwaukee, St. Louis, Indianapolis, Chicago, Detroit, Toledo, Cleveland, Pittsburgh, Buffalo, Rochester, Boston, Wilkesbarre, Baltimore, Philadelphia and New York City.

Whole Country Plans Programs of Week for Better Schools

MORE than fifty national American organizations have promised their support to The American Legion in the observance of American Education Week, November 18th to 24th, and plans completed by the National Americanism Commission of the Legion insure that Education Week will become the central activity of that period in practically every city and town in the United States. Most of the co-operating organizations have agreed to inform all their members of the purpose of the week and the way in which it will be observed.

Assurances have also been received from state superintendents of education that full information about American Education Week is being given through all school channels. Legion department officials have been conferring with state educational officials planning uniform meetings in towns and cities of many States. The groundwork for the observance this year has been laid more thoroughly than ever before, and Garland W. Powell, Director of the Legion's National Americanism Commission, expects that the Legion will do its part with the same efficiency shown

during previous campaigns to interest the public in the schools. Methods found effective last year and the year before in some communities have now been suggested for general adoption.

In Fresno, California, for instance, the superintendent of schools requested newspaper reporters to interview prominent men in the community for their opinions on the importance of public schools. In San Diego, California, Rotarians, instead of taking their weekly luncheon at a hotel, made a trip to the high school to inspect the building and grounds. Stamford, Texas, observed education week with a series of oratorical contests in which a dozen prizes were offered for the best orations on Americanization. One feature of the observance in Des Moines, Iowa, was an Americanism pageant put on by two hundred students representing twenty nationalities. A similar object lesson in East Rochester, New York, was the graduation of forty aliens for naturalization during the week.

Newspapers throughout the country have shown exceptional willingness to help in the observance of the week. A paper in Green County, Iowa, issued a special edition containing a yearly report on the schools, covering improvements in building and special work accomplished, among other things. In Chambersburg, Pennsylvania, special articles on the schools by citizens were published each day during Education Week. Coquille, Oregon, was impressed by published comparisons of local rural schools showing conditions to be bettered. A special edition of a newspaper in Fergus Falls, Minnesota, was used to stimulate interest in better school buildings.

Seven meetings were held in Lynn, Massachusetts, to discuss education. Immigrants studying for citizenship spoke before the meeting. Mass meetings were held in Columbia, South Carolina, to start a movement for an amendment to the state constitution to allow larger appropriations for education.

Education Week in Denver, Colorado, was inaugurated by a parade of school children featuring seven decorated floats illustrative of the principles of each day's observance. At Cincinnati, Ohio, the opening of the week was attended by the presentation of three thousand silk flags to the schools and a series of patriotic meetings. Legionnaires of Springfield, Illinois, delivered addresses in the twelve school auditoriums of the city on the ceremonial of the flag. Public demonstrations of school methods were given by pupils at mass meetings held in East Rochester, N. H.

Pupils of the schools conducted a program of speechmaking at Hagerstown, Maryland, discussing educational matters from their own viewpoints. At Columbus, Ohio, the schools were hosts at mass meetings for the discussion of citizenship and illiteracy.

For the guidance of local committees a pamphlet entitled "American Education Week Bulletin, 1923" is being distributed by the National Educational Association, 1201 Sixteenth Street, N. W., Washington, D. C. The Bureau of Education of the United States Department of Labor, Washington, D. C., is also distributing a broadside sheet which is helpful to newspaper editors, speakers and others. Other data on education week may be obtained from these two organizations. The National Americanism Commission of the Legion has already distributed full information and instructions on Education Week to department officials.



Then and Now

By the Company Clerk



THERE was a story that went the rounds on one of the Brest-to-New York trips of the old *Levi* during the summer of 1919 that there was only one serious mental case among the 12,000 troops on board. He was the bird who went up to the ship's information office on D deck and asked where he could file his application to reenlist in the Army. Of course, that's only a story. The facts are otherwise, as many a present-day crew or outfit has a good percentage of World War vets on its roster and many of those vets are reading their Weeklies on ships, in foreign ports and in home camps. The sailors manning the Navy submarine tender *Fulton*, now stationed at a Canal Zone base, claim to hold the record for re-uppers in their crew. Of the four-score officers and men aboard, twenty-eight saw service during the World War, and all but a few are Legionnaires. Is there any other Navy crew that can show as high a percentage of World War vets? Let's hear from them, and also from Army units that assay for a high percentage of 1918 men.

EDWARD J. QUINN, now in Allentown, Pennsylvania, who helped fight the battles of the Ninth Infantry, Second Division, tells of an incident which might help the bereaved relatives of another man of his name to ascertain the fate of their son or brother. The occurrence took place on October 7, 1918, just east of Rheims, in the Champagne sector. Quinn's story follows:

My outfit, the Ninth Infantry, had suffered heavy casualties, as did the 23d Infantry and the Fifth and Sixth Marines. Châlons-sur-Marne, Suippes, Souain, Somme Py and St. Etienne are all familiar names to the Second Division, but it was while going through Somme Py in the late afternoon, at the crossroads where more than one M. P. got his, to the left of where the ambulances received their precious loads, that I noticed an object just inside the door of what had once been a building. As I approached I noticed the object was an American, one of the countless killed in those days of fierce fighting which, as the author of the conscientious shavetail's memoirs has said, some bird on a swivel chair among the powers that be has not seen fit to term a major offensive, thus depriving Second Division men of an additional battle credit and clasp.

Wanting to give the man as decent a burial as possible under the circumstances, with the help of a few comrades, and with old Jerry sending them over thick, I carried the body outside the doorway and with the assistance of a Y. M. C. A. worker searched his pockets for some identifying marks. Imagine my surprise when I found his name to be the same as my own—Quinn. I had helped to bury quite a few buddies and had grown hardened to it, but to this man I naturally felt closer—this man bearing the same name as myself who had sacrificed his all that I might live. Needless to say I was thrilled with mingled feelings of sorrow and pride—sorrow for his loved ones and pride in the fact that a Quinn had died for his country. In the twilight we buried Quinn just off the crossroads by the pile of rocks where he had died, and I later found, due to my feelings at the time, that all I had ascertained was his

name and that he belonged to the Fifth or Sixth Marines.

In an issue of the Paris edition of a New York paper, subsequent to the occurrence mentioned, I noticed an item asking for a Marine named Quinn to get in touch with a lady in Philadelphia, the item stating that no word had been received for some time. I clipped the item, but cannot locate it now. Now I am wondering whether I helped bury Quinn, the Marine mentioned in that little newspaper item? The case is so singular that I am anxious to learn more about it. The Y. M. C. A. man took the personal effects and also told us he would make proper report of the burial. If he did, Quinn's people know where he is. If he didn't, then I trust someone found Quinn and he is now resting peacefully with his comrades in France or in his home country.

MEN, we have another request for help. Relatives of Hiram Middleton, corporal of Company B, 18th Infantry, First Division, have appealed through the Company Clerk to Legionnaires who were members of this outfit for details of Middleton's death in action. While the letter states he was killed on July 18, 1918, "in or near Belleau Wood," the 18th Infantry was on that date advancing with the First Division on Soissons and was fighting in the vicinity of Missy-aux-Bois. As a matter of fact, though, Belleau is only about twenty-five miles from Soissons.

THE investigation in the John C. Kelley case, about which several reports have appeared in this department and in which many readers have rendered real assistance, is continuing. We have assisted this man's mother, Mrs. Mary Frances Kelley, to locate Chaplain Walsh, who signed the death certificate of her son, and now we're on a trail which leads over to England to locate the Sgt. Barry whose name and outfit designation, C C No. 333, appeared on some letters returned undelivered to Mrs. Kelley. One comrade suggested these initials and number probably referred to a British casualty clearing station which may have been in the vicinity of the First Division's sector. We have, therefore, appealed to the Secretary General of the British Legion and he, in turn, has taken up the matter with the Director General of the Army Medical Service, British War Office, with a view to ascertaining whether or not a Sergeant Barry was connected with Casualty Clearing Station No. 333, and where he is now located.

The Saly Theodore Wells case, in which this soldier's father appealed for information regarding the fate of his son, who was reported both missing in action and killed, has brought in a letter from Will R. Burns of Sheffield, Alabama. Burns advises that he was formerly adjutant of the Third Battalion of the 357th Infantry and remembers that Wells had been a runner connected with battalion headquarters. He furnished the names of four men who were in Wells' company, K, including that of the company clerk, and letters requesting information have gone forward to

these four men. Further developments in these cases will be bulletined as they are received. If any readers have any information regarding these men, will they please make report to the Company Clerk in care of the Weekly?

OF course the French are an imaginative people—otherwise this story told by Comrade R. G. Carter of Massachusetts would be rather hard to swallow:

The French had a good chance to understand us Yanks who fought and lived among them and maybe most of them did. I claim one exception, however.

During the spring of 1919, while I was on leave in southern France, I stopped at a small town and there I saw the funniest M. P. I ever saw in my life. After one of the pictures at the French cinema there was a bit of vaudeville. Out on the stage strutted a big supposedly-American M. P., club in hand and arm band on sleeve. He wore an O. D. uniform, a pair of black moustaches, sky-blue wrap puttees and a campaign hat without a cord. Everyone began to applaud. "Ah! Ah! Le bon Américain!" they cried, and those close by turned in pride and satisfaction and looked at me, for I happened to be the only Yank in the town.

Presently the heroine, a French girl, came out and struck up an acquaintance with the M. P. Before many minutes it was apparent that they were lovers. The little girl would tear off a string of French and the big fellow would twirl his club and say, "Yes-s-s! Yes-s-s!" That was the extent of his English—when he wanted to say anything else he had to say it in French.

While the sweethearts were talking happily together a young poilu appeared and the girl flew to him and kissed him. The big Yank scowled and twirled his stick fiercely. He didn't like such goings on. Neither had the poilu when he had seen the American kiss the girl only a moment before.

There was a stormy three-cornered debate, at the end of which the Frenchman and the Yank were at either side of the stage, scowling murderously at each other, and the girl was between them, weeping. People all around me were breathless. It looked like war.

Finally the girl had a happy thought, but she had it in French and that spoiled it for me. She dried her eyes and, turning to the poilu, spoke rapidly.

"Bon!" he replied, and looked a trifle more sociable.

Then she spoke to the Yank, who replied "Yes-s-s!" and ceased twirling his stick.

Another word from the girl and the two men advanced toward each other. And what did that hard-boiled, strong-armed, stick-twirling Yank M. P. do? Amid a wild burst of applause he kissed the poilu on either cheek!

What's been puzzling me ever since was what a French girl could possibly say to an American M. P. to make him kiss a Frenchman.

WAR, like politics, makes strange bedfellows. After reading the experience that Allen Connor, formerly with the 23d Infantry and now adjutant of Quincy (Massachusetts) Post, had, probably his rating of his courage at zero-minus at the moment will be O.K'd:

It was in the month of June, 1918, in the woods near Vaux, France. I had had a pretty busy week and the major said to me, "Sonny, you sure have done your share the last few days and now you are to receive your reward." My reward was the privilege of grabbing off a full night's sleep. With a buddy of mine I started off to locate a soft spot in the woods nearby. It was raining hard, and for a June evening it was none too warm.

We finally came to a place where two soldiers lay prone with three or four blankets wrapped about them. I said to my buddy, "Let's lie down with these two fellows and if we all get close together it will probably make us a little warmer."

So we got our one blanket ready and lay down beside those two soldiers. We were not there long when we began to get very cold. Then my buddy suggested that we steal a blanket from our friends. So I got hold of the edge of their blanket and slowly started to pull it over

toward myself and my buddy. All the time we were having a hard time to keep from laughing out loud. I would pull the blanket a little and then would stop for fear that they would awaken and get wise.

After fifteen minutes we got one of their blankets and then, not satisfied, we started to swipe another, and eventually did. Early in the morning the shells started to come over with very good accuracy and the result was that we were awakened by a shower of mud and an explosion.

Then came the discovery. As we awoke, scared by the close call we had had from that German souvenir, tired and half asleep, I turned to get a look at the buddies from whom we stole the blankets and, lo and behold, they were nothing more than two dead German soldiers. I really feel that at that particular moment I had my greatest thrill—and at the same time would have admitted being the yellowest man in the A. E. F.

Secretary Work Offers Advice to Would-Be Homesteaders

MUCH has been said pro and con in these columns regarding public lands thrown open for settlement on which ex-service men are given a ninety-days' preference. Veterans who have been through the land mill have told of their experiences. Now comes an expression from another authority—Dr. Hubert Work, Secretary of the Interior and Legionnaire. Secretary Work, in a statement recently released for publication, asks some pertinent questions: Should veterans of the World War take advantage of the numerous offers made to them by the Federal Government to take up homestead lands in the West? Is it profitable for a veteran to avail himself of these opportunities? Will the homestead of which he will ultimately become the owner after moving his family thither and undergoing the hardship of pioneer-farming compensate him for his expense and labor?

Secretary Work admits at the outset that the approximately 186,000,000 acres of land which are still available are merely the remnants of the original billion and a half acres which comprised the public domain—the leftovers after a century of picking over by veterans of other wars and by hundreds of thousands of pioneers. He explains that some of the leftover land is semi-arid or arid, requiring irrigation; that some of it may be partially timbered or located on mountain slopes with scrubby growths of timber, while other tracts consist of stony and sandy soil. The larger areas in their present condition are much better adapted to grazing than to culture.

After making these admissions, the Secretary states that while the public lands

left are not highly desirable, Federal laws provide that our public land must be opened to entry and, through an act of Congress giving the veteran a preference right of entry for ninety days as against every one except claimants under prior equities, the ex-soldier is offered the best land available.

Many veterans seemingly are of the opinion that all they have to do to acquire public land is to file an application for a tract, fill a blank, sign their names and then wait a couple of years to become the owner of the property. That is not enough. Capital is required—first for railroad fare to the local land office nearest the territory in which the veteran is interested, next for fees and commissions which the man must pay the Government when the application is filed, one for ten dollars and the other varying from six to twenty-four dollars. The application cannot be filed until the man has made personal inspection of the vacant tract he desires, whether it be a grazing homestead of 640 acres, an enlarged homestead of 320 acres, or an agricultural homestead of only 160 acres. At the time of entry he must make oath to the character of the land selected and to the fact that it is then unoccupied.

After the entry is made the veteran must make certain improvements which will mean an additional outlay of from \$200 to \$800, besides building a home. Improvements in the amount of \$1.25 per acre must be made on a 640-acre grazing homestead, or a total of \$800 within five years. On homesteads of smaller acreage a showing of cultivation must be made on final proof, and a home must have been erected. Actual residence on the land for seven months each year for a period of three years is also required, a maximum credit of two years for military service being granted. Actual time on the land plus military service must equal thirty-six months.

The Secretary states that while none of the difficulties of securing a homestead are insurmountable, a veteran should inform himself before taking over homestead tract just what price he will have to pay in labor and money for it and just what it may be worth to him when secured. While the reclamation projects, the desert land laws and the Carey Act go far toward assisting settlers on arid lands, it must be remembered that no more fertile prairie lands are available.

Summing up his statement, Secretary Work says: "From the foregoing it will be seen that the law offers an equal opportunity to all veterans, but those who do not reside in the public-land States must realize, as a practical question, that their

comrades living in the vicinity of the lands open, or to be opened, possess a very great advantage—knowledge of the climate, the character of the lands, the condition of the roads, the location of streams, and accessibility of markets—and that there are few localities in which there are not now a sufficient number of qualified veterans to appropriate the most desirable areas."

The recent opening of public land in Arizona brought forth the following comment in the *New York Commercial*:

The United States Government, through the Department of the Interior, recently announced to the country that it would throw open several thousand acres of land in Arizona to entry to soldiers of the late war, the inference being that those who had not yet gotten started again in life could receive land for a living and set aside some for savings. This inference was given color by the fact that although the unmountainous portion of Arizona is for the most part a desert waste of sand, this same desert is already converted into a veritable Garden of Eden by the application of water through irrigation. Without this irrigation, however, much expense is involved in drilling for water; which in many sections is unobtainable at any depth.

The fact is that the land that is now being offered the poor soldier is worthless. It was owned by the Santa Fe Railroad and evidently considered worthless, as it gave it back to the United States in 1922, when it was immediately thrown open to entry by anyone, and now, after being scorned by the public for more than a year, the worthy soldier is to be given a chance. However, the Department of the Interior has some conscience left, for each applicant is written the following: "The fact that several thousand acres of land in even sections in the above townships has never been entered leads us to the conclusion that the land above described is not desirable. Settlers, no doubt, have most of the good land. Land is desert in character and we know of no plan to irrigate."

Heaven help those who pay carfare to Arizona to locate in the desert without first writing for this friendly advice.

These Men Can Be of Service to Distressed Buddies

QUERIES aimed at locating former men whose statements are necessary to substantiate compensation claims should be sent to the Service Division, National Headquarters, The American Legion, Indianapolis, Indiana. The Service Division wants to hear from the following:

EDWIN GEORGE GRANFELT, Pvt., Co. B, 120th M. G. Bn.

WILLIAM H. LACKEY, Co. A, 109th Inf.
LEO ANTHONY LARSH, Ph. M., U. S. S. Wakapa and U. S. S. Warrington.

Captain WALSH, 16th Co., S. C., Ft. Leavenworth, Kansas, spring 1918.

Comrades of LEO FAMOLARI, Pvt., U. S. M. C. aboard U. S. S. Montana, 1917, 1918.



HOMMES 40, AMERICAN STYLE.—Brand new freight cars, lighted and furnished with folding chairs and kegs of water, made up this Arkansas Legion Special which carried delegates and visitors to the department convention at Jonesboro

Wyoming Legion Attorneys Save Tax Exemption Law

THE right of the State of Wyoming to enact a law exempting service men from taxation within a specified limit has been upheld by the Wyoming Supreme Court as the result of a test case promoted by four practicing attorneys who are members of Travis Snow Post of Torrington, Wyoming. It is believed that the Wyoming decision furnishes a valuable precedent for many States which have clauses in their constitutions prohibiting the use of state credit to give benefits to individuals or classes or for private purposes.

The Wyoming law granted service men of the World War exemption from taxation on \$2,000 in assessed valuation. World War and Spanish American War veterans were given this benefit in 1921 when the Legislature enlarged the provisions of a similar statute which had been enacted in 1897 for the benefit of Civil War veterans. By the terms of the amended law, county treasurers were required to submit to the state treasurer lists showing the exemptions given service men, and the state treasurer was required to reimburse the counties for the amount of the county tax on the exempted property. In August, 1921, the attorney general notified county attorneys of his opinion that the provision of the exemption law requiring reimbursement by the State to the counties was unconstitutional. Subsequently a number of county attorneys rendered opinions that other portions of the exemption law were unconstitutional, whereupon the benefits of the law were denied all veterans.

The committee of attorneys representing Travis Snow Post of Torrington in order to test the law filed a suit to enjoin the treasurer of Goshen County from collecting a tax on \$2,000 worth of property assessed against a veteran of that county. The case was certified eventually to the Supreme Court of Wyoming.

The county treasurer had set up in his defense that the act contravened provisions of the Wyoming constitution forbidding the enactment of laws granting donations by the State, the loaning or giving of state credit except for necessary support of the poor, or the passing of local or special laws for collection of taxes. The treasurer contended the tax exemption law was class legislation and for private purposes.

Chief Justice Potter, in his decision upholding the statute, said in part: "It is proper to consider the nature of the services entitled to be benefited by it and the reasons which we may assume influenced the Legislature in enacting it, to ascertain whether it may in any reasonable or substantial way promote the public welfare or be found to serve and to have been intended to serve a public purpose. There can be no question, we think, that it does serve a public purpose."

The court quoted from a decision in an old New York case: "The payment of a pension or bonus for past services showing the gratitude of the people, showing that the State is mindful of those who have made sacrifices for it, is an incitement to patriotism and an encouragement to defend the country." The Wyoming Court added:

"We have no hesitation, therefore, in declaring that the statute may be properly assumed by the court as having been intended to promote the public welfare, and that it must be regarded as having that effect, and as a statute, for the accomplishment of a public purpose."

The Wyoming decision is regarded as a highly important addition to other state court decisions upholding the right to pay adjusted compensation or confer other benefits on service men.

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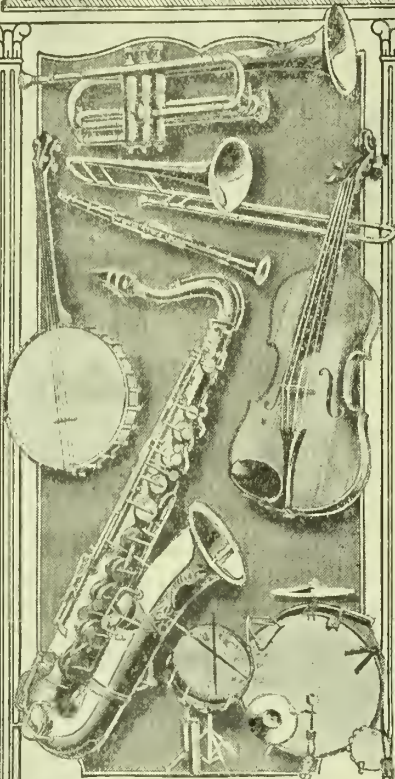
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While the Legion in Daytona, Florida, uses an ocean beach for auto races, the Legion in Old Orchard, Maine, uses a beach for a flying field. This photo, taken from a plane during the recent aerial meet of Fayette Staples Post, shows a section of the crowd on the ocean front

Maine Post's Air Meet Wins Whole State's Notice

FAYETTE STAPLES POST of Old Orchard, Maine, composed of only fifty members, recently held an aviation meet which was attended in three days by more than 14,000 persons. The meet was held under the direction of Harry M. Jones, a chief flying instructor during the war who is still doing his part as a member of the Officers Reserve Corps. Since 1919 Mr. Jones has carried more than 10,000 passengers without a single accident. Five other commercial flyers took part in the meet, competing for prizes and carrying passengers. The Army was represented by three De Havillands from Mitchell Field, Long Island, and several other planes. The Navy was represented by a flight lieutenant and plane from the Boston Navy Yard.

The flying field was the beach of Old Orchard's ocean front, a broad stretch of level sand. During the three days 347 flights were made and 546 passengers carried. The planes were aloft 141 hours and flew 11,839 miles.

The competitive events included a mystery race, bomb dropping, three-mile straightaway and landing to the mark. An American Legion cup was awarded to Lieut. Curtiss Moffatt of the Navy, flying a Bristol monoplane, for ascending 15,000 feet while seeking to break the altitude record.

This aerial meet, the first held in Maine, resulted in greatly increased interest in aviation throughout the State. The Old Orchard post has decided to hold another meet next year lasting an entire week.

Want to Start a Post Library? Here's How to Go About It

THANKS to arrangements made by the American Library Association and The American Legion, posts in almost every State may now lay the foundations of post libraries. The library organization has informed the Legion that its co-operating agencies in most of the States will give posts information and assistance in estab-

lishing their own libraries. In practically every State this help will be supplied, upon request, by a division of the state library commission or the extension section of the state library. In many States laws permit the state library to establish branches in post clubrooms and consignments of books may be shipped to these branches at intervals.

Everyone remembers the thousands of books assembled during the war in the A. L. A. branches in France and in the camps at home. Many of the books used in the war time camps are still in circulation. Several hundred thousand volumes were returned from France for re-distribution. In 1920, at the close of the A. L. A.'s war service, 265,000 volumes were given to the Regular Army for posts throughout the world, 170,000 were delivered to the Navy and Marine Corps and 265,000 were distributed among the States. Previously many had also been placed aboard Shipping Board vessels and in Veterans Bureau hospitals.

The 265,000 books distributed among the States were assigned on this basis: One-half according to the number of service men of each State; the other half on the basis of the needs of the State as shown by the number of volumes per capita in the libraries of the State. The actual use of the books in each State was left to the state agency which received them. The following list gives the library extension agencies in the various States, to which posts may address requests for advice or help in obtaining post libraries:

ALABAMA: Mrs. Marie B. Owen, Division of Library Extension, State Department of Archives and History, Montgomery.

CALIFORNIA: Milton J. Ferguson, State Librarian, State Library, Sacramento.

COLORADO: Elfreda Stebbins, Secretary, State Library Commission, Fort Collins.

CONNECTICUT: Caroline M. Hewins, Secretary, Public Library Committee, Hartford.

DELAWARE: E. B. Louderbough, Secretary, State Library Commission, Dover.

GEORGIA: Charlotte Templeton, Secretary, State Library Commission, Atlanta.

IDAHO: Ethel E. Redfield, Secretary, State Traveling Library Commission, Boise.

ILLINOIS: Anna May Price, Superintendent, Library Extension Division, State Library, Springfield.

INDIANA: Arthur R. Curry, Secretary, Public Library Commission, Indianapolis.

IOWA: Julia A. Robinson, Secretary, State Library Commission, Des Moines.

KANSAS: Louise McNeal, Secretary, Traveling Libraries Commission, Topeka.

KENTUCKY: Fannie C. Rawson, Secretary, State Library Commission, Frankfort.

LOUISIANA: Mrs. Katherine M. Hill, Secretary, State Library Commission, 638 Lafayette av., Baton Rouge.

MAINE: Theresa C. Stuart, Director, Bureau of Library Extension, State Library, Augusta.

MARYLAND: Marion F. Batchelder, Field Secretary, Public Library Advisory Commission, Towson.

MASSACHUSETTS: E. Kathleen Jones, General Secretary, Board of Free Public Library Commissioners, Boston.

MICHIGAN: Mrs. M. C. Spencer, State Librarian, Lansing.

MINNESOTA: Clara F. Baldwin, Library Division, Department of Education, St. Paul.

MISSOURI: Irving R. Bundy, Secretary, State Library Commission, Jefferson City.

NEBRASKA: Nellie Williams, Secretary, Public Library Commission, Lincoln.

NEW HAMPSHIRE: Secretary, Public Library Commission, Concord.

NEW JERSEY: Sarah B. Askew, Librarian, Public Library Commission, Trenton.

NEW YORK: William R. Watson, Library Extension Division, University of State of New York, Albany.

NORTH CAROLINA: Mary B. Palmer, Secretary, Library Commission, Raleigh.

NORTH DAKOTA: Mary E. Downey, Director, State Library Commission, Bismarck.

OHIO: Herbert S. Hirschberg, State Librarian, State Library, Columbus.

OKLAHOMA: Mrs. J. R. Dale, Secretary, Oklahoma City.

OREGON: Cornelia Marvin, State Librarian, State Library, Salem.

PENNSYLVANIA: Robert P. Bliss, Library Extension Division, State Library, Harrisburg.

RHODE ISLAND: Walter E. Ranger, Secretary, Library Division, State Board of Education, Providence.

SOUTH DAKOTA: Leora J. Lewis, Field Librarian, Free Library Commission, Pierre.

TENNESSEE: Emma Watts, Division of Library Extension, Department of Public Instruction, Nashville.

TEXAS: Elizabeth H. West, Librarian, State Library, Austin.

UTAH: A. C. Matheson, Library Secretary, Department of Public Instruction, Salt Lake City.

VERMONT: Julia C. Carter, Secretary, Free Public Library Commission, Montpelier.

VIRGINIA: H. R. McIlwaine, Librarian, State Library, Richmond.

WASHINGTON: J. M. Hitt, Secretary, State Library Commission, Olympia.

WISCONSIN: C. B. Lester, Secretary, Free Library Commission, Madison.

WYOMING: Flo La Chapelle, Librarian, State Library, Cheyenne.

Emblem Division to Handle Sale of Pamphlets on Flag Usage

THE National Finance Committee of the Legion has authorized the sale of pamphlets describing the proper methods of using the American Flag by the Legion's National Emblem Division. Heretofore the same pamphlets were distributed through the National Americanism Commission, which called the nation-wide conference on June 14th that adopted the rules. The change in sales agency was made to give the benefit of the Emblem Division sales force to the distribution. Sales are made at the price of four dollars a thousand. The pamphlets are four-pages in size, printed on good paper, and contain the illustrations and rules published in The American Legion Weekly of July 6th.

Auxiliary and Legion Greet New Citizens at Community Sing

MRS. JANE KEENS, chairman of the National Immigration Committee of the American Legion Auxiliary, writes of a good work done in Albany, New York.

"We have a community chorus which meets in the educational building every Monday night," she says, "in charge is a Legionnaire. We arranged to have a number of newly-naturalized citizens attend this sing one night, and have their papers presented there. Each was welcomed in person and given an abadge.

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own work when not delivering mail. Vacations and sick-leave every year with pay.

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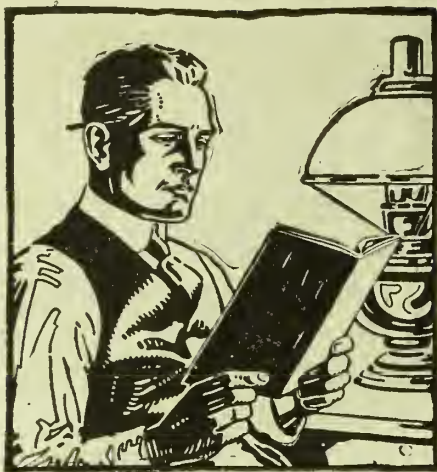
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STATE CONVENTIONS

HAWAII

AMERICANISM: Requested governor of territory to direct attorney general to investigate reports of graft in Honolulu police department and in other departments of government elsewhere in territory. Reaffirmed Legion's attitude on Japanese foreign language schools and condemned action of some Japanese in instituting injunction proceedings to halt enforcement of territorial school laws.

CONSTITUTION: Amended department constitution to provide for selection of department adjutant and finance officer by department executive committee and adopted amendment whereby committee may select delegates to national convention if department convention chooses to delegate this authority.

NAVAL AFFAIRS: Requested Federal Government to grant members of naval reserve in Federal service privileges, including leave with pay, now given members of National Guard for purpose of undergoing annual training.

VETERANS BUREAU: Requested Hawaiian representative of Veterans Bureau to extend activities by traveling among islands of Hawaii and establishing personal contact with service men.

MISCELLANEOUS: Recommended joint efforts with District of Columbia and territory of Alaska to obtain repeal of Federal anti-boxing statute which affects only these three territories.

MASSACHUSETTS

AMERICANISM: Appropriated \$300 for publication by department of booklet for public distribution on Americanism.

ADJUSTED COMPENSATION: Recommended payment of state adjusted compensation be made to women who served as yeomen (f) during World War.

AIRCRAFT LIMITATION: Urged Fifth National Convention to go on record favoring calling of an international conference for limitation of air armaments.

BURIAL: Requested State to increase allowance for burial of deceased indigent veterans from \$135 to \$250. Recommended to Congress purchase of burial grounds for veterans in each State.

CITIZENSHIP: Recommended that any alien who refused to serve during World War be refused citizenship.

CONSTITUTION: Provided for appointment of committee to devise amendments to department constitution.

CONVENTION: Adopted Australian ballot for election of department officials.

FATHERS' AUXILIARY: Requested department executive committee to consider question of Fathers' Auxiliary.

FOREIGN AFFAIRS: Indorsed French occupation of Ruhr.

INSURANCE: Urged extension of privilege of converting War Risk Insurance for additional period of five years and recommended that no premiums be charged on age above forty.

NATIONAL DEFENSE: Indorsed Citizens' Military Training Camps.

PHYSICAL EDUCATION: Advocated local, state and Federal action to provide physical education for all school children.

REHABILITATION: Urged that any veteran developing tuberculosis be entitled to full benefits under law regardless of time when disease becomes recognized. Recommended permanent disability rating for veterans developing any mental disorders as result of service. Advocated policy of not giving aid to non-members of Legion except in case of extreme need.

MISCELLANEOUS: Requested public recognition by communities of death of a veteran. Urged survey by Department of Justice of all Federal prisons to ascertain if any veterans confined in them committed offenses attributable to diseases incurred in service. Requested National Convention to adopt a resolution supporting Rogers Bill designed to improve diplomatic service. Urged that exemptions for veterans under Federal income tax law be increased to \$2,500 for single men and \$4,000 for married men. Adopted policy of refusing departmental indorsement to any commercial propositions intended to be presented to public in name of Legion.

IDAHO

ADJUSTED COMPENSATION: Reaffirmed support of Federal Adjusted Compensation Bill.

AMERICANISM: Opposed release of so-called political prisoners. Indorsed American Education Week and Legion's National Essay Contest. Recommended that flag code adopted at conference held in Washington under Legion auspices be made familiar to public and school children of State. Pledged support to Boy Scout movement.

CONSTITUTION: Amended department constitution.

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tion to permit holders of appointive offices other than national and state offices to hold office in Legion also and to provide that no post having a membership of more than twenty-five may issue a proxy and that no post may hold or vote more than one proxy at a state convention. Gave district commanders authority to audit post books.

DUES: Increased department dues to \$1.75 a year, specifying that twenty-five cents shall be assigned to fund for payment of portion of expenses of delegates to department conventions.

IMMIGRATION: Approved Legion's national policy on immigration.

FOREIGN AFFAIRS: Opposed recognition of Soviet Russia.

MEMORIALS: Endorsed project for World War memorial at University of Idaho. Urged proper observance of Memorial Day and Armistice Day by posts.

NATIONAL DEFENSE: Endorsed National Defense Act of 1920. Declared for universal draft act in times of emergency.

VETERANS BUREAU: Favored granting of hospitalization to all disabled service men whether disabilities are due to service or not. Advocated permanent ratings for all permanent disabilities. Advocated total temporary disability compensation for all men in hospitals regardless of percentage of service-connected disability. Favored increased compensation for claimants whose condition renders them infeasible for training.

NEBRASKA

ADJUSTED COMPENSATION: Adopted resolution favoring submission of state adjusted compensation proposal to vote of people but specifying that Legion should remain neutral on issue, neither favoring or opposing proposal while it is before voters.

AIRCRAFT LIMITATION: Endorsed proposal for international conference to devise agreement for limitation of aircraft armament by nations.

CONSTITUTION: Amended department constitution to provide that all post officers be elected during first fifteen days in November. Gave department executive committee power to fix boundaries of all posts in department. Provided that newly-elected department commander should take office immediately after convention.

FOREIGN AFFAIRS: Indorsed French policy in occupying Ruhr.

IMMIGRATION: Indorsed Legion's national policy of seeking five-year suspension of immigration.

MEMBERSHIP: Adopted standard membership form which incorporates copy of each member's discharge certificate.

PUBLICATION: Instructed department officers to establish department newspaper to be sent to all members without increase in dues.

REHABILITATION: Approved recommendation of district rehabilitation committee for a five hundred-bed tuberculosis hospital in Nebraska. Recommended that department executive committee employ a department service officer to assist all service men with their claims. Authorized a survey of all disabled men in State as basis of checking up on all claims for compensation, hospitalization, vocational training and insurance.

RHODE ISLAND

ADJUSTED COMPENSATION: Reaffirmed support of Federal Adjusted Compensation Bill.

AIRCRAFT LIMITATION: Endorsed proposal for international conference for limitation of aircraft armament.

CONVENTION: Advocated holding of Legion's 1924 national convention in an Eastern seaboard city.

PHYSICAL EDUCATION: Recommended co-operation by local, state and Federal authorities to provide physical education for all school children.

FOREIGN AFFAIRS: Indorsed French occupation of Ruhr. Expressed gratification at appointment of National Commander Alvin Owsley as commander of Legion of Honor on recommendation of President Millerand of France and Marshal Foch.

VETERANS BUREAU: Directed that special department committee investigate vocational training situation. Urged that district office of Veterans Bureau be given power to make ratings on all disability claims under its jurisdiction. Urged National Legislative Committee of Legion to seek legislation establishing minimum compensation for disability of not less than \$30 a month. Requested that legislation be enacted to require Veterans Bureau to give at least three months' notice of change in disability rating. Recommended that World War veterans be granted same rights of hospitalization by Veterans Bureau as are now given veterans of Spanish-American war and that World War veterans be given hospital treatment by the Bureau regardless of nature of illness. Protested against proposed transfer of tuberculosis service men in contract hospitals in New England district of Veterans Bureau to hospitals outside district.

MISCELLANEOUS: Directed that posts shall not give official endorsements to sale of books, magazines and other literature of World War without obtaining consent of department commander.

Does Buddy Want a Better Job?

The Coupon "Craves Action!"



FROM the very first day of his enlistment in the Legion, Buddy has certainly shown conspicuous bravery in the "battle for business." In support of his favorite magazine he has slashed coupons right and left. With his trusty shears—or his rusty trench knife—he has hacked his way to recognition in the shirt-and-collar sector and the cigarette salient. He has busily barraged builders of boots and billiard tables, stormed the citadels of commerce all along the line.

Now it is high time to

"Speak For Yourself Buddy!"

Dig out the old Ever-Sharp and deposit your name and address—on the dotted line—then dash into the dug-out for a red stamp. Leave the rest to us. We'll give you the **straight facts** about a **real opportunity**—a permanent position that puts you in business for yourself. We are looking for men—honest, sincere, dependable workers—to sell

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Grasping

"Jennings is close, isn't he?"
"Close! Why, Jennings is so close that when they pass the collection box at church he puts in a pants button and takes out two shirt buttons in change."

Nine Points of the Law

"Pardon me, but that umbrella you are carrying—"
"Is it yours?"
"Well—er—I had it before you did."

A Bad Example

Tightfisted Thompson boasted that he never tipped a waiter, but that he received as much attention as those who did. A couple of skeptical friends followed him into a restaurant to find out whether he was telling the truth. After he had eaten and left, they called over the waiter.

"See here," one said, "that man didn't tip you, did he?"

"No, sir," admitted the waiter, a little reluctantly. "And yet you brought him the matches, helped him on with his coat and gave him every attention."

"Yes, sir," returned the waiter. "Do you think I want other customers to know that some people don't tip?"

Also, Why?

The traveling salesman was out in new territory and was inquiring of the Bingville grocer as to train service to Podunk.

"Wa-al," drawled the grocer, "there's a tri-weekly train runs up to that there town of a thousand wonders."

"Snow again, I don't get your drift," said the salesman, who was a slangy soul. "This here train runs up one day and tries to come back the next. An' a thousand people passes through Podunk and wonders where it is."

Vice Versa

Ray: "My husband's so jealous,"
Fay: "Isn't that embarrassing?"
Ray: "Yes. Isn't yours?"
Fay: "Not a bit."
Ray: "Isn't that humiliating?"

No Need

City Visitor: "Arrested any bootleggers around here lately?"
Constable of Petunia: "Nopce. I kin git all I want to drink without resortin' to sech drastic measures."

Welcome News

Small Boy: "I saw you kiss sis last night."
Sutor: "Hm-m. I suppose you want a quarter."
S. B.: "Nah. But I thought it wouldn't be no more than right to split the fifty cents with you that dad give me when I told him about it."

The End

Lou: "She left her husband because he lost all his money."
Sue: "How?"
Lou: "She spent it."

Postscripts From Down Home

Young Ted Harpy, who's taking up theosophy and jazz dancing at the same time, hopes that in his next reincarnation he'll return to earth as a lip stick.

Housewives down this way allow that the inventors of fogless fogs and rainless rain-clouds shouldn't stop there. What this country needs is a juiceless chewing tobacco.

And the boys at Higgins's store figure there's many a slip 'twixt the cusp and the lip.

Will Harlem, who's living in New York, says he's been in favor of birth control since he first tried to board a subway express in the rush hour.

Lem Watson says he paid \$7 for a double room in a city hotel, but the bath tub was only big enough for one — PEARCE THORNE, Correspondent.

And—He Bit

"Take a bite," said Eve temptingly, holding up a rosy-cheeked pip-pin.

"No, you don't," replied Adam. "You can't vamp me. How do you get that way? Think for a minute that I'd take a chance on getting kicked out of Paradise? Not me."

"Aw, be a sport," pleaded the first

woman. "I don't want my descendants to lay it up to you that you were the original reformer. Take a bite."

Dangerous

The bank messenger was being shown some new equipment that had been constructed especially for him.

"This is a little safe that we chain around your waist," explained the cashier. "Not me," exclaimed the messenger. "I resign."

"Why?"
"Why? For the luvva Pete! Suppose robbers blew the safe!"

No Chance

He was very cautious, very rich and very repulsive.

"Would you marry for money?" he asked the girl.

"Not you," was her frank reply.

Barks from a Pup Tent

Another coal shortage due this winter. And again the maxim of the coal dealers will be: "Leave no stone unburned."

Henry Ford has discovered a way whereby coal can be burned over a second time. Good trick if you can make it burn the first time.

Wonder if any remark made about the



She: "Does the pretty polly swear?"
Parrot: "You bet your ——— life I do."

German mark could be termed the lowest form of humor.

In Havana there is a place where the visitors are served real beer free of charge. While in the U. S.—well, it's unbearable to think about it.

Famous Bills: Bonus —, — of fare, Kaiser —, doctor's —, — of lading, — board, board —, — and coo, dollar —, vaudeville —, and, not so famous, — NETCH

Sailed Right Into 'Em

Fan: "I see McGraw usually puts somebody in to run for Gowdy."

Fan-Who's-Been-Across: "Sure. That old boy never did know how to run."

No Technique

"I should think you'd be ashamed to watch those boys fighting," remarked the ultra-respectable old gentleman.

"You're right, mister," replied the urchin. "They cert'nly got no science. But I been tellin' 'em to cut out the short jabs and try uppercuts with some steam behind 'em."

The Parlor Nimrod

Whenever Ferd of hunting boasts, While toying with his buttered toasts, He meets rebuffs.

For all he's hunted is a wife, Nor shot a thing in all his life Except his cuffs.

—R. W. F.

Special Rate Requested

"With bath?" asked the hotel clerk, jabbing the pen into the raw potato.

"I'll no be needin' that, laddie," replied the dour looking and just-arrived Scotsman. "I'm just goin' to commit a wee bit suicide."

Rapid Consumption

The patron had had his order in for three-quarters of an hour.

"Hasn't that sign on the window any meaning for you?" he asked the waiter.

"Oh, that?" said the servitor. "That 'Quick Lunch' means after your order is served."

The Nth Degree

"Well, Dad," said the youth just home from college, "I made it all right and got my A.B."

"Good," said the proud parent. "Now you can go out and get your J.O.B."

Financially Speaking

"Is your lawyer devoted to your interest?"

"I suppose so, but he seemed rather more attracted by my principal."

Some Luck

"Have any luck at the races yesterday?"

"Yes. Found a quarter in the grandstand and didn't have to walk home."

Not So Many Left

"Don't you find it dreadfully hard to choose names for your children?" gushed Miss Brewster, who had been admiring Mrs. Blair's new baby.

"Oh, I don't find it nearly so hard as it was at first," replied Mrs. Blair, who, incidentally was the mother of twelve. "There aren't nearly so many names to choose from."

Climate, My Boy!

"Daddy, do they charge anything to climb the Alps?"

"Never. Everybody goes up on a pass."

Right There

For hours the traveler tried to lie around the bumps in his bed in a country hotel. Finally he gave up, rose, dressed and went downstairs.

"Landlord," he said to the sleepy individual who was nodding behind a desk,

Why Teeth Shine Now

People combat the film

You see prettier teeth wherever you look today. They are cleaner, safer than the teeth of old.

Make this delightful test and learn how people get them.

The cloud is film

You feel on your teeth a viscous film. Under old methods, much of it clings and stays. Soon it discolors and forms dingy coats, then teeth lose their luster.

Film also holds food substance which ferments and forms acid. It holds the acid in contact with the teeth to cause decay. Germs breed by millions in it. They, with tartar, are the chief cause of pyorrhea.

Film is the teeth's great enemy, so dental science long sought ways to fight it. Two ways were found, and proved out by many careful tests. One disintegrates the film,



the other removes it without harmful scouring.

Then a new-type tooth paste was created to apply these methods daily. The name is Pepsodent. Now millions of people of some 50 nations employ it, largely by dental advice.

Watch its effects

Pepsodent also multiplies the alkalinity of the saliva, also its starch digestant. Thus it gives manifold power to the agents which fight starch and acids in the mouth.

Send the coupon for a 10-Day Tube. Note how clean the teeth feel after using. Mark the absence of the viscous film. See how teeth become whiter as the film-coats disappear.

The results will amaze and delight you. They will bring a new conception of what clean teeth mean. Cut out coupon now.

Protect the Enamel

Pepsodent disintegrates the film, then removes it with an agent far softer than enamel. Never use a film combatant which contains harsh grit.

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—sell on sight to almost every car owner because they save trouble, time, worry and expense. Add one-third to life of tires. Paul salesmen make big profits selling direct to car owners. Our million dollar factory can use 500 more salesmen at once. Experience not necessary. Big Illustrated Free Book tells how the Paul Plan will start you in this big money-making business without capital. Write for Free Book Today.

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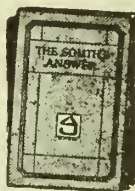
Page 3
exciting story you told
in your letter about making
money in the stock market.
But come to me I remember
your mentioning in earlier
letters having had some
trouble.

I was talking to a
man the other day who has
since his father died 18
years ago. He has lost near-
ly a third of his original
principal and has never been
sure of his income from year
to year.

I'm putting my money
upside down and it is earning 7%
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"did you ever hear of the straw that broke the camel's back?"
"Naw," grumbled the landlord.

"Well, if you just make a thorough search through that bed of mine upstairs, you'll find it."

The Delivery Wagons of the Sea

(Continued from page 4)

Today half the Egyptian cotton used in the United States comes in American bottoms at an agreed rate fair to all, and much lower than the old British monopoly rate. But who made money out of this successful maneuver—the American shipowners? No; they lost. The manufacturers who use Egyptian cotton profited; but they did not help to cover the losses of the shipowners out of their profits—not they.

This is a long story, but it tells the tale. And it applies equally to the farmers of the northwestern States whose grain goes to market via the Canadian Pacific Railway and its ships. The world price for wheat is not fixed in Iowa, where it is grown, nor in the Chicago wheat pit, either—but in Liverpool, by a group of Englishmen who sit around a table and decide how much the Kansas farmer can get for his grain, because by fixing the charge for carrying it across the seas, they at the same time automatically limit the amount of flour the spaghetti-eating Italian or the bread-eating Frenchman can afford to buy on his income.

For shipping control is control not just of prices, but even of what millions of people may or may not buy. It was in the early days of the war, before we entered, that the British Government decided that British ships were not to carry automobiles for private use, cutlery, hardware, yarns, queensware, fancy goods, fruits and goodness knows what all. Our exporters of such articles could keep them for souvenirs—they could not get them to England to sell. That was, of course, a war measure, necessitated by a real scarcity of cargo space. But scarcity of cargo space is, in times of peace and piping competition, a fine little excuse for treating the American competitors of foreign exporters like stepchildren, in the matter of shipments. It requires no Order in Council to make a quiet but fatal discrimination of this sort effective; it is done out of a feeling of national solidarity based on fear of the growth of the American merchant marine—a fear more obsessing in European shipping countries than we have any conception of. Let me give two typical examples of what this fear leads to.

A short time ago a ship flying the American flag sailed into one of the principal ports of West Africa, for the first time, only to find no berth free for the ship to discharge. This seemed a little astonishing, and the Yankee shipmaster went ashore to scout a bit. He learned that as soon as his coming was known, the agent of a rival British line had mustered every ship, barge, tug, raft or anything that would float, and strung them along the limited docks of the port so that there was no place for the American ship to tie up. Now, delay is one of the costliest factors in merchant shipping: a day's wait runs anywhere from \$1,200 to \$1,800, and soon eats up receipts from freight. If the British agent could hold that American ship

in port a week or so, waiting a berth to discharge, delay would make serving that port a mighty unprofitable business, and discourage any more American ships from coming there.

The Yankee skipper got out his boats and said he would land his cargo on the beach, if necessary, and then went to put the case before the local officials. In the end he won out. The method employed had been a bit too crude to defeat him, but there are other, subtler methods.

Exporters of agricultural machinery are familiar with the old game of splitting up shipments so that certain parts of a machine arrive on one boat and other parts not until a month or so later, by another boat. The consignee cannot sell the machinery, because he cannot assemble it until he gets all the parts. Frequently he misses a whole season in this way and has to pay warehouse charges for months on goods he cannot dispose of. It does not take long, by this method, to teach a native farm machinery merchant that he had better have bought foreign-made goods and had his delivery, in foreign ships, made promptly.

In Colombia, a while back, an American firm of engineers outbid some European engineers on a contract to build a bridge. They naturally ordered their structural steel work done in the United States to be shipped ready to be put up. The contract provided a forfeit if the bridge was not finished within a certain period. The consignment of structural steel was made in good time, but not by an American ship. When it arrived in Buenaventura, it was found that some of the essential parts were unaccountably missing. Tracers were sent out and everything conceivable was done; but before the missing parts could be located and delivered, the rainy season had set in, and further work was impossible. Of course the American engineers lost their forfeit.

These two instances are merely examples, not so much be it noted of what the American ship owner suffers from savage competition, but of what the American manufacturer, farmer and business man suffer because, in a word, they do not own their own delivery wagons. The difference between John Wanamaker or Marshall Field and Fred Smith who runs a dry goods store on a corner of a quiet residence district of Detroit or Kansas City, was zero in the beginning but it was millions in the end. Why? The answer is simple enough: extent of market. While Fred is making 10 cents profit on one article, Wanamaker is making 1 cent profit on 100 articles, and getting rich thereby, while Fred is barely paying rent. If Marshall Field had reached no more people than those who lived within comfortable walking distance of his store and could carry their purchases home as easy as not, his name would be unknown today. And that applies to every line: the only real limit to any business—farming, manufacturing, merchandising—is the number of people you can reach.

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When the capacity of the oil wells that John D. Rockefeller once owned was reached, it did not stop him; he sent his agents to the ends of the earth to locate and buy up more oil wells.

As I pointed out in a previous article, there are a lot more people living outside the United States than in it, and as we can reach 93 percent of those who live outside our boundaries only by water routes, it is plain enough that 93 percent of what we may regard as potential markets are, or may be, very seriously affected by just such little weaknesses in the delivery system of our products as those revealed by the examples cited. No structure is stronger than its weakest point, and the structure of our national prosperity, of our future role in the world—not just from the practical standpoint of material gain, but from the standpoint, also, of service to mankind—is jeopardized by this factor of nationalistic solidarity, this monopolistic spirit, projected from within the frontiers of nations into the great free, God-given highway of the Seven Seas.

Only a short time ago the Scandinavian countries, usually supplied with their breadstuffs from Russia, found themselves badly off as a reflex of the great famine that laid Russia low. They had to buy their breadstuffs in America, at a considerably higher cost than ordinarily; but American ships were ready to deliver this flour at a figure lower than Scandinavian bottoms were quoting. Nevertheless, these Scandinavians insisted on carrying the flour they bought of us in their own vessels, and as a result every man, woman and child in the Scandinavian countries was forced to pay this needless extra charge as a tax dictated by national pride on the very food that kept them alive. Recently, also, sixteen of the leading British exporters were asked if they would be willing to use American bottoms if suitable freight rates could be quoted them. Of the sixteen, fourteen replied that under no circumstances whatever would they ship goods on American ships: they would rather wait a month, they said, for a British vessel. Of course such an attitude is not business; it is not even patriotism. It is simply silly.

Yet when we talk of an American merchant marine, in this country, there are always those who will cite precisely this argument against it:

"It costs from five percent to eleven percent more to run ships under the American flag than under any foreign flag," they claim. "Why force the American public to pay that additional tax on imports and the rest of the world to pay it on our exports, merely to give a few investors in merchant shipping something to do?"

All right, why? It's a fair enough question.

Why not also give the Standard Oil Company a monopoly of the sale of gasoline, the American Sugar Refining Company more control than it now has of the sugar output, and the Coal Barons a legal right to charge what they like for fuel, and so on? It's the same argument. It may cost the independent operator more to produce than it costs the Standard, but experience teaches us that if there were no independent operators, there would be mighty little limit to what we would pay for gasoline.

With merchant shipping there is even less reason for accepting a foreign

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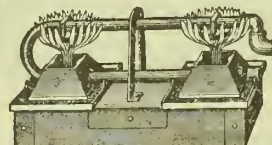
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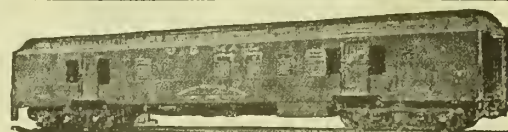
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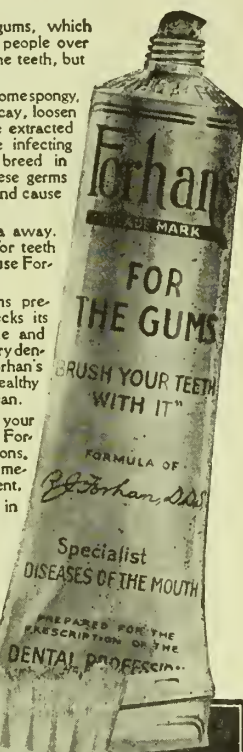
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monopoly of ocean carriage since our ships are, at least, primarily the delivery wagons of our own products—they are an inseparable part of the marketing of our merchandise. Every shipping Board route is based on an American port, which it is its first function to serve. But the Cunard Line's first function is to serve, not New York, but Liverpool, and the business of Furness, Withy & Co. is to serve Manchester, not Boston or Baltimore. That is why, as I said in the last article, it does not matter whether it costs us more to operate our own vessels or not—we have to have them for the simple reason that the business men of other lands either will not put their capital into shipping firms that carry goods in competition with their own output, or they will insist that such competitive goods receive inferior service to that they receive. And even if this were not a human, inescapable certainty, and even if we had no interest in when or how our wheat, our manufactures, our beef and pork, arrive at their destinations abroad, we should still be compelled to have our own vessels to bring us the raw materials we require for our industries, when we require them—and not when some foreign competitor may think it expedient to let us have them.

AND anyhow, let us get at the bottom of this matter of why it costs more to run an American ship than it does to run a British or a Danish vessel. The principal (albeit not the only) reason is labor—the wages paid on American vessels are, generally, higher than those on foreign ships. Of course there are those who cry out:

"There you are! Labor spoiling everything again! It is labor that is ruining the country!"

Well, I have found that I can usually measure the calibre of a shipping man by his attitude on this point. Of the really big men in shipping not one raises this howl against labor.

"American merchant seamen far from being excessively paid are not even what one could honestly call very well paid, in comparison with wages in other lines, today," an influential ship owner told me. "Where an able seaman gets \$55 on a Shipping Board vessel, and sometimes as low as \$47.50 on a privately owned one, on a British ship he gets \$43.50, on a French one \$27.75, on a Japanese ship he gets \$12.35, while a German is paid the munificent sum of \$2.50 per month, in marks. But that is not the whole story. The families of these men live in their respective countries, and the bulk of the \$1.60 to \$1.75 per day of an American A.B. goes to pay rent at American rates, buy clothing at tariff-protected prices and food where food is more expensive than anywhere else in the world.

"There is a 30 per cent differential between land wages in the United States and land wages abroad; but the sailor gets no such differential as this. The family of an Englishman who receives \$43.50 per month is twice as well off as that of an American sailor-man paid \$55. The increased operating cost of American ships, insofar as it is due to the higher wages paid under the American flag, is not the fault of Andy Furuseth or the LaFollette Seaman's Act; it is just the working of that economic law which tends to

equalize all wages paid under similar conditions.

"The point is," my friend continued, "that while the economic law operates to bring wages in the shipping game up to the level of wages in other American industries, the receipts from the shipping business do not come from the American public, but from the world public, and their level is a world level, which is much lower than the American level. The ship owner has to make up the differential in wages to his seamen—but who makes up the differential in operating costs to the ship owner?"

And there is the rub. As 85 per cent of the labor on our Shipping Board vessels is American, we have here a distinctly American problem. Concretely, it works out this way: on an American 8,000 ton ship, wages alone run to something like \$3,000 per month; on a similar British vessel, \$2,200; on a French one, \$1,200.

Moreover it must be borne in mind that it will not mend matters to cut wages on the American ships, unless one is willing to have them manned entirely by foreigners whose families live elsewhere than the United States—in which case calling ours an American merchant marine would be juggling with words, and the only real training school for merchant officers would be gone.

There are other factors in the cost of running American ships than that of wages. One which could be remedied is the law which provides that the periodic surveys of American ships must be made at one time, in one port, thus laying the ship up for a loss during the survey. British vessels may be surveyed piecemeal—part while a ship is discharging in Philadelphia, say, and the remainder while the ship is loading at Cardiff, with no running time lost. Moreover, American surveys are notoriously stringent: pressure is put on boilers, for example, that they were never intended to stand in usage.

"I'd rather have my ship go aground than undergo a survey," an American shipmaster said. "It would cost less."

Still another item is repairs, second only to wages in its burden upon American shipowners. For all American ships must be repaired in the United States or pay a duty of 50 per cent on repairs made abroad. Just what such a tax has to do with merchant shipping is not clear—but it has a vast deal to do with the cost of operating American ships. Yet a further item is the difference between the American and the foreign method of computing tonnage. Robert Dollar, the veteran shipowner of the Pacific Coast, owns two identical vessels of 10,000 tons, both built in the United States, but one run under the American and the other under the British flag. In every port that the former enters it has to pay tonnage dues on 1,500 tons more than its twin sister of British registry, because of the difference in computing tonnage. In a year, this penalty on the American ship runs into money.

But I have cited enough examples to prove that it does actually cost more to run an American ship than a foreign one, and that the added cost is no fault of the American company or the American shipmaster, either. Occasionally, this happens in other countries: just now, Dutch shipowners are

laying up their ships and, instead, chartering Norwegian bottoms as, owing to exchange conditions, it happens at present to be cheaper to operate a Norwegian ship than a Dutch one. But it never happens, and it cannot happen, that it will be cheaper to operate an American than a foreign ship for the simple reason that the standard of living—of labor and cost of materials and everything else—is higher in our high protection land than anywhere else in the world.

In the old days ships carried raw cotton from our Southern ports to Liverpool, where it was made into cloth, and these same ships brought that cloth back to the United States to be sold. If our ships could be as sure of two-way cargoes today; and if, in addition, the workmen who build ships and the seamen who run them could buy what they require without a protective tariff added, they could do with lower wages, and our delivery wagons of the sea could compete with those of any nation. But as it is, not only American cotton goods but American wheat, meats, wool, tobacco and a thousand other things that we must buy, are all protected by duties. Only American merchant shipping—these delivery wagons of our industry—is not only unprotected, but harassed in a hundred minor and costly ways.

What is the remedy? As a nation, we could not live half free and half slave, not on any moral but on economic grounds. Similarly, our industry cannot live half protected and half unprotected, either—on the same grounds. And merchant shipping is not just an industry by itself. It is part of every industry—farming, manufacturing, mining, merchandising (even bootlegging)—as much a part as a sales force; more of an essential than advertising. It must be so considered and included in what protection our industry receives.

"What we need today," said a prominent figure in the marine world, "is a national shipping policy."

Well, between you and me, we don't need anything of the sort. We already have a national *business* policy, right or wrong, namely, protection of American industry. What an American merchant marine needs—and all it needs—is that that little element in every business, from farming to automobile selling, which has hitherto been left out in the cold because its relation to all business has not been understood, shall be treated as an integral part of American commerce—and not as a national goat.

Paint the name UNITED STATES on our international delivery wagons—and let's go!

The Eight-Hour Day at Sea

By Alfred F. Loomis

"**K**NOCK off now," said the boatswain of an American ship in whose forecabin I was working my way home from a Central American port. "It's four bells."

I knocked off with my customary alacrity, but in carrying paint and brush to the paint locker I asked a fellow deckhand how we came to be quitting work at two instead of four o'clock. It isn't done that way in the Navy, as I have reason to know.

"It's like this," said my sea-going friend. "As ordinary seaman you're paid \$52.50 a month for eight hours' work a day, six days a week. Yesterday was a holiday—Labor Day—and we weren't supposed to work at all. But we put in to Port au Prince and had to be on deck handling the lines for two hours. They're paying back the time we're entitled to."

Nothing could have been more satisfactory, and I turned into my bunk with a magazine, having nothing to do till the morrow.

Some years ago I worked my way to England on a cattle boat, and, being young and somewhat sensitive, I disliked eating with pre-Bolshevik Russians who dipped their toil-worn hands into the stew kettle before I was able to serve myself. The sleeping quarters were a trifle overpopulated, and in more ways than one the experience left with me an unsavory impression of the fore-castles of ocean-going steamships and the life of seafaring men.

But times have changed, and when I sought my quarters in the forecabin of the S. S. G— at Colon I was agreeably surprised by the hum of an electric fan, the presence of clean sheet and coverlet on my bed, and an odor almost of sanctity in the air. At least, it wasn't the unpleasant odor that I had associ-

ated with crews' quarters. The one jarring note—a harmonica—was mercifully lost overboard the next morning, and thereafter living conditions were almost ideal. Daily I took my shower-bath in fresh water, and washed and dried with soap and towel provided by the steamship company.

My first official act was performed with knife and fork, and I surrounded a supper of steak and onions, potatoes, bread and butter, tea and cake, with commendable devotion to duty. My shipmates, following the tradition of the sea, complained mightily of the chow, but I had been preparing my own meals for a matter of four months and I welcomed the change in fare.

The next morning I found—as everybody else will find who ships on a vessel sailing under the American flag—that the working hours are divided into three short periods. After a shot of coffee with bread and butter we turned to at six o'clock with hose and brushes to wash down the passenger decks. Knocking off for breakfast at eight, we turned to at nine with suji-wuji (which, as everyone knows, is a solution of soda and water for cleaning paintwork) and worked till noon. Stopping then for dinner, we turned to at one and painted till four.

On subsequent days there was more of the same, plus holystoning the decks, and, on the occasion of making port, the necessary work of lowering the gangway, uncovering hatches, and preparing the cargo booms for use. In port the ship was unloaded and loaded by stevedores, and the routine of the deck hands went on as before.

This, in brief, is the job of the day men aboard an American ship. The watch-standers have a different routine, but they too work only eight hours a day. There are three four-hour

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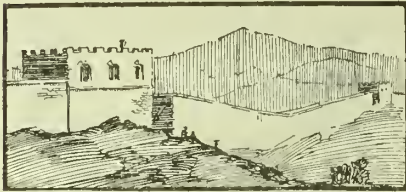
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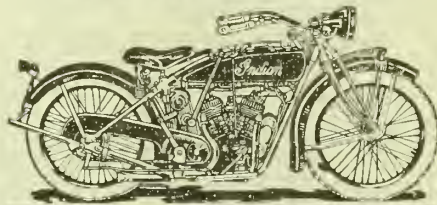
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watches, and by night the two men of each watch alternate as lookout and messenger, one of them relieving the quartermaster at the wheel on occasion. They have—or are supposed by the day men to have—the easiest jobs aboard ship, and their work is important to themselves in that it teaches them the routine of the bridge, without which special knowledge they would be handicapped when seeking promotion.

No special knowledge is required of a man who ships as ordinary seaman on a steamship. Preference is, of course, given to one who has had previous experience at sea, but if the green hand is apt and industrious he will soon learn the ropes. But while the ordinary routine of ship life is complete in one outward voyage and return, a man cannot hope to become a good seaman in that period. The law requires that he have one year's experience as ordinary seaman before he is qualified to take the examination for able-bodied seaman. Another year in this capacity at a monthly wage of \$72.50—during which time he may serve as quartermaster or as boatswain—and he is eligible for a third mate's examination. According to a recent ruling, prior service on the deck of a naval vessel counts as merchant service. The wage scale is at present fluctuating.

The sea will always have its fascination for those who like it, but there is little romance in the operation of a steam vessel. Courses are run and harbors made with almost mathematical precision, and the agony of calm-bound days when men are worked to exhaustion to keep down a mutinous spirit is unknown to steam. Nor is there any of the tremendous excitement that comes at times aboard a sailing vessel—sails thundering, yards creaking, and sheets and braces flying like liquid fire—ten minutes of eternity in which men, bringing a ship about, strive to hold the distance that they have sailed all day to win.

No, steamboating is organized, civilized, and a job afloat is pretty much like a job ashore. Of course, gales will blow when all hands are required to remain on deck, and the eight-hour or even the twenty-four-hour day is forgotten. But in general the seaman does his work and eats his meals and takes his sleep pretty much as the landlubber does. And in a sense he is being paid to visit foreign ports that cabin passengers give good money to travel to. Abroad, if his skipper be of the right sort, the sailor rates his overnight liberty and sees the sights and buys his dram; and he appreciates his own country as the stay-at-home can never do.

Stars That No Longer Twinkle

(Continued from page 6)

Burch, of the old St. Louis Nationals, and Bert Daniels, who played with the Yankees and the St. Louis Browns. The semi-professional team is the jumping off place into oblivion as far as baseball is concerned.

In Peoria we find Joe McGinnity, the once famous and the original "Iron Man" of baseball. Joseph, past fifty, is still pitching in the minors. Every now and then he pitches a double header to demonstrate that he is still an "Iron Man." One baseball fan who saw the venerable Joseph in action lately reported that he was just as good as he ever was and that he should be recalled by the big leagues. But no recall has been sounded for Joseph.

Kid Elberfield, the truculent one, is now managing the Little Rock Club and time has not sweetened the Kid's disposition. Only recently he was set down for umpire-baiting. The Kid used to bait them in the majors, he is baiting them in the minors and he will continue to bait them as long as there is an umpire anywhere.

At the Polo Grounds, in the uniform of special policemen, you will find three fairly contented old ball players, sunning themselves and passing critical judgment on the Giants of today. They are Bill Dahlen, Dan Brothers and Amos Rusie, all of them famous ball players in their day, located at the scene of their old activities through the kindness of McGraw.

The parade ground at Prospect Park, Brooklyn, is haunted by ghosts of the diamond of other days. There occasionally you will find "Doc" Scanlan, now a successful physician, Fred Jacklitsch, Charlie Malay, the old second baseman, and others of less note. They play the old game with improvised teams for the love of it.

David Fultz is now a lawyer. He tried once to form a players' union but organized baseball fought him bitterly

and won. Doc Crandall is now pitching on the Pacific Coast and still making good in the minors. Fielder Jones also is on the coast but he has retired from baseball and is on the road to becoming a lumber magnate. Bill Dineen is an umpire. It is regarded as a tragic finish for a baseball player.

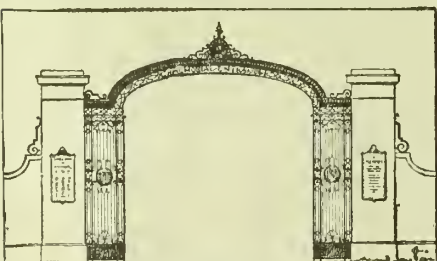
Hans Wagner, pronounced by McGraw and others the greatest ball player of all time, has retired and is a business man of Pittsburgh. "Honus" declined to become a manager. When he felt those bowed legs becoming wobbly under him and that magnificent co-ordination starting to disintegrate he turned his back on the game forever. Wagner was one of those who could not stand merely looking on at a baseball game.

Fred Clark is one of the very fortunate. He has property of his own which requires considerable management. Now and then he finds time to advise Bill McKechnie in the management of the Pittsburgh Pirates.

Nap Rucker has interests in Aphet, Georgia. But he manages to do a little scouting for Charles H. Ebbets of the Brooklyn team now and then. The old ball players who have taken up the work of scouting or ivory hunters are numerous. College coaching is another occupation for the non-active baseball players. The best finish as scouts, coaches or managers.

In one of the three occupations you will find George Wiltse, Frank Schulte, Al Bridewell, Jack Combs, Jeff Tesreau, Johnny Dohbs, Johnny Evers, Bill Killifer, Clarke Griffith, Jess Burkett, Ira Thomas and Harry Davis.

In Connecticut you will find "Wild Bill" Donovan, one of the greatest and most colorful of the pitchers. He managed the victorious New Haven team last year. Wild William had charge of the Yankees once but it was before the Yankee owners became so liberal with their checks for the purchase of



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baseball players. Connecticut also hides Chief Bender who is still pitching and doing so well that every now and then a big league scout goes up there to look him over.

Trying to recall some of the best known of other days one naturally remembers Rube Waddell, of whom more has been written than of any ball player with the possible exception of Mathewson and McGraw. The Rube died in poverty and is buried in an unmarked grave near San Antonio, Texas. The Rube had what they call temperament, so much of it that no manager could tell whether or not he ever would be in the ball park when it was his turn to pitch. Yet when he did pitch he performed feats that few of the contemporary pitchers could duplicate. That story of him waving in the outfield is not a legend. It is a fact, as many an old player watching the pitchers of today will tell you.

Some of the old ball players have reached more or less exalted places. John K. Tener, who pitched for Cap Anson's Chicago team, became governor of Pennsylvania, president of the National League and Grand Exalted Ruler of the Elks. John Montgomery Ward, once shortstop for the Giants and organizer of the National Brotherhood of Baseball Players, is a prominent lawyer. Billy Sunday, once with the Chicago Nationals, is now an evangelist. Abner Doubleday, who laid out the first baseball diamond at Cooperstown, New York, was retired a brigadier general of the United States Army after distinguished service in the Mexican and Civil Wars.

Arlie Latham who played with St. Louis and Chicago is now interested in a hat checking system in London hotels. Home Run Baker has a bank and a farm at Trappe, Maryland, to keep his mind occupied. Cy Young is planting corn in Tuscarawas County, Ohio. Jim Thorpe, ex-Giant and hero of the Olympics, is boring for oil and through the lines of professional football teams in the winter. Jack Pfeister, the old Cub pitcher, is farming in the Corn Belt.

Harry Davis, former captain of the Athletics, runs a junk shop in Philadelphia. Jack Barry, of the most highly expensive infield of other days, runs a garage in New Britain, Connecticut. Eddie Plank, one of his team mates, has a garage at Gettysburg, Pennsylvania. Moose McCormick sells them gasoline in Philadelphia.

Real estate is absorbing two old ball players. Ed Hanlon is selling lots in Flatbush and Tillie Shaeffer is selling plots and sunshine in California. Mike Donlin, the Valentino of the Giants, is now at Hollywood uplifting the silent drama. Francisco Pizzolo (Ping Bodie) is back among the rock rollers of Telegraph Hill, San Francisco, where the spaghetti suits him better than it did in the big leagues.

There are other players, not so old, who have disappeared from the diamonds of Organized Baseball. I refer to the members of the Black Sox, the men of the Chicago American League team who were dropped from the rolls following the scandal of the White Sox-Cincinnati Reds world's series.

You still hear of even these now and then. They are playing in outlaw leagues through the country. Every now and then Joe Jackson, the one to whom the boy fan is alleged to have said, "Say it isn't true, Joe," gets into

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SMALL FARMS IN WINTERLESS CALIFORNIA. You
can work a small farm with less capital investment. And in
California you can work outdoors all the year. The State
Land Board of California is offering choice twenty-acre farms
at Ballico, Merced County, on 30 years time. The Rancho
Santa Fe, in San Diego County near the sea, is now being
developed into small farm tracts, with ample water for irri-
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favorable terms for these three propositions and many others equally
good. The man of moderate means, who wishes to get a home
of his own, should investigate California's reasonably priced lands.
California is the richest state per capita in U. S. A. Most of this
wealth came from the soil. No winter hardships. Illustrated land
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Send me new Fouce catalog of latest, best equipment, how to trap, how to grade, game laws, etc. Unexcelled price list service all season, all FREE.

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YOUR OWN STATIONERY

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200 Sheets, 100 Envelopes
Printed with your name and address (4 lines or less) on sheets and envelopes (same on both) in rich blue ink. Famous white Hammermill Bond paper, size 6x7. Smooth, exquisite writing surface. Makes splendid Post Stationery and gifts. Real, personal stationery. Always yours with order. Money refunded if you are not delighted with it. Denver West add 10%.

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Fifth Ave., New York. Custom Tailors want agents to sell advertised brand-all wool Tailored to measure suits and overcoats direct to wearer. Lowest prices, sell on sight. No capital or experience required. Big line, swatch samples free. Biggest commissions paid daily.

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the papers. He still protests that he never did anything wrong. From his point of view, perhaps, he did not.

As for the ball players of the present most of them have mapped up their futures. They have no doubts as to what will become of them when their active playing days are over. Few of them will go to the minors. They have their business or their professions picked and ready to fall back on.

Take, for instance, Walter Pipp, first baseman of the Yankees, who is a fair type of the modern ball player. Walter, out of his earnings, has invested heavily in a granite iron business with his father and brothers. He owns plenty of real estate at Grand Rapids, Michigan. When the Yankees tell him that his services are no longer required Walter Pipp will smile cheerfully and step into the business world. He has one foot in it already.

The last of the prodigals was Babe Ruth, and the Babe no longer is a prodigal but a very serious young man. He told me when I went with him to Hot Springs this year, "I am twenty-nine years old and I haven't a dime. But I will have. I am getting along as a baseball player, and from now on I am going to hold on to something."

They tell me that Babe has kept this resolution. When you have an income of something like a hundred thousand a year and have about five years to go the chances are that you can put away something for a rainy day if you are determined to do it. And the Babe seems a very determined young man. Of course he never will be able to save as much as a prizefighter, but the chances are that there will be no wolves at the door of the Ruth home at Sudbury, Mass., when the Babe's playing days are over.

This spring I met Billy Gilbert, ex-Giant and now manager of the Denver Club, at San Antonio. William was hovering around the Giant training camp waiting to pick up recruits not quite ready for the Giants to take them to Denver. Rookies shivered whenever they saw William eyeing them intently. It was the sign that they were to spend another year in the minors.

Talking of many things William reminisced about the wild days of the Giants, of forbidden beer parties, of fights and of prodigal spendings. Then he looked over some of the recruits.

"The ball player of today comes of a different breed," he said. "They are tractable and easy to control. They may not be having as much fun as we had but they will have something when they get too old and too stiff for the game. It is better so. Mind you, that I regret nothing. I had a good time. I would not give up one of those battles of the old Giants or one of those forbidden parties for anything you can name. All the same, if I had a son I would rather have him playing ball today than in the old days. It is a great thing to be a young ball player but not so good to be an old ball player. We lived while we lived."

The last seen of William was when he departed carrying with him five recruits, four of whom were college graduates, and William was preaching to them on the subject of training rules with a little homely advice about saving something for a rainy day. The advice was absolutely superfluous. He was talking to young business men of the modern school.

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THE AMERICAN LEGION WEEKLY
627 West 43d Street New York

No 5009 The American Legion Weekly Record Oct 1 1923

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Buddy can look them all in the eye. When he says there are 'steen thousand Legionnaires who are lawyers, physicians, dealers, financiers, plumbers, etc., he'll know that he isn't taking a long guess at it, for back at the headquarters of the Weekly he'll have stencils carrying the burden of proof.

As far as system goes, this data will carry Buddy back to the war-time days, when he could refer to the company pay roll and find out who was a first-class private, a cook, or company mechanic.

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On Buddy's page, in the issue of August 24th, the co-operating comrade urged post officers to send us a list of their members by occupation—the number of farmers, lawyers, clerks, laborers, bankers, etc.; also the number who were heads of families, owned homes, cars, pianos, phonographs, and salaries earned.

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 - Kalamazoo Stove Co.
- INSURANCE
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"BE IT RESOLVED, that with a firm belief in the value of our magazine—THE AMERICAN LEGION WEEKLY—as a national advertising medium; with the realization that due to limited subscription price and constantly increasing cost of production, the improvements which we desire to see in it will only be made possible through increased advertising revenue—and that increased advertising revenue depends primarily upon our support of advertisers in the WEEKLY—we hereby pledge our support and our patronage, as individuals, and as an organization, to those advertisers who use the columns of our official magazine—THE AMERICAN LEGION WEEKLY."

Resolution passed unanimously at the Second National Convention of The American Legion.

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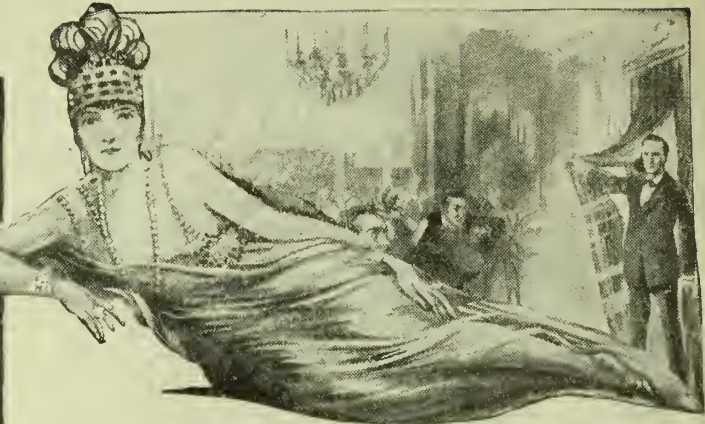
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